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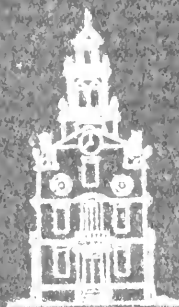
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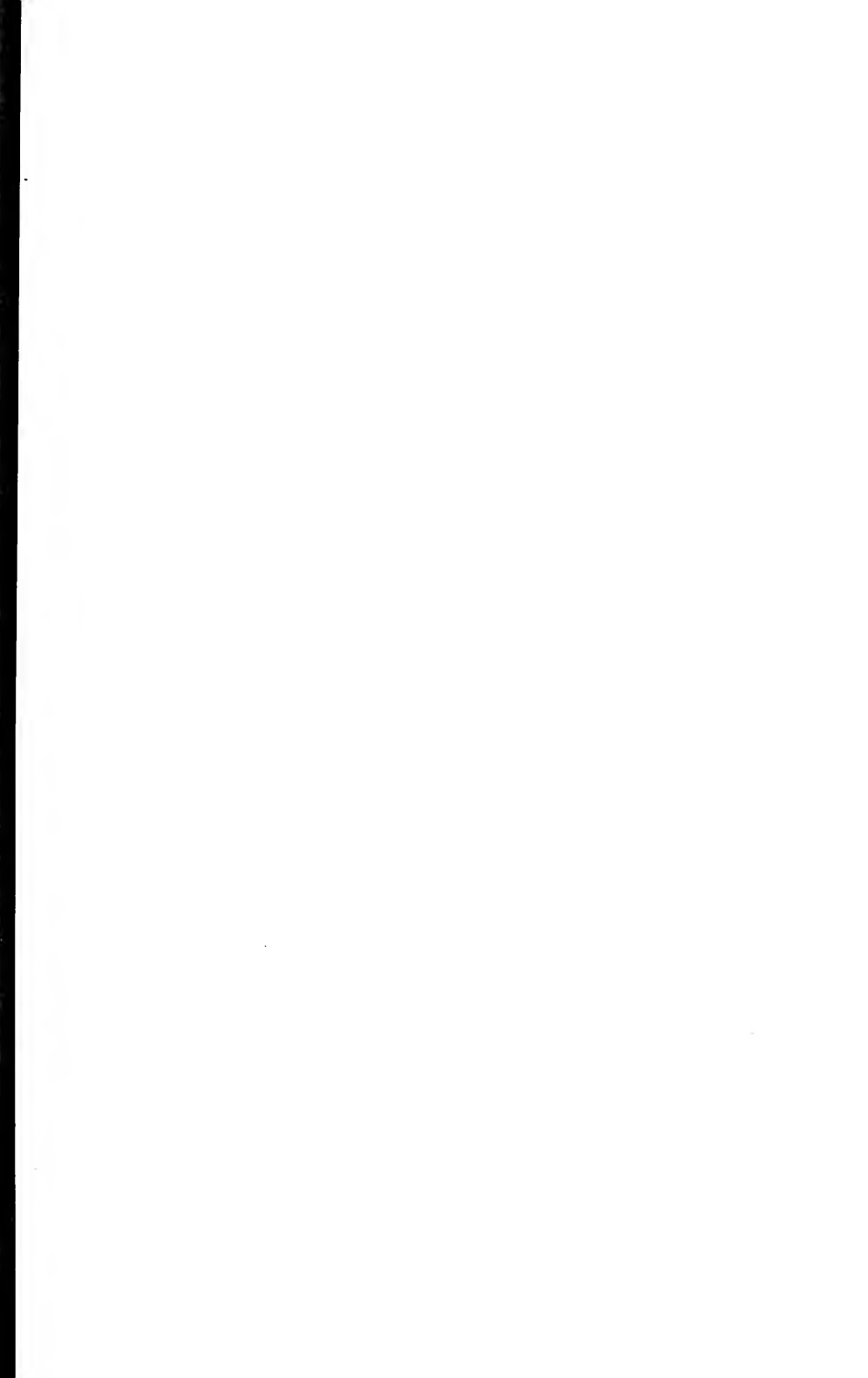


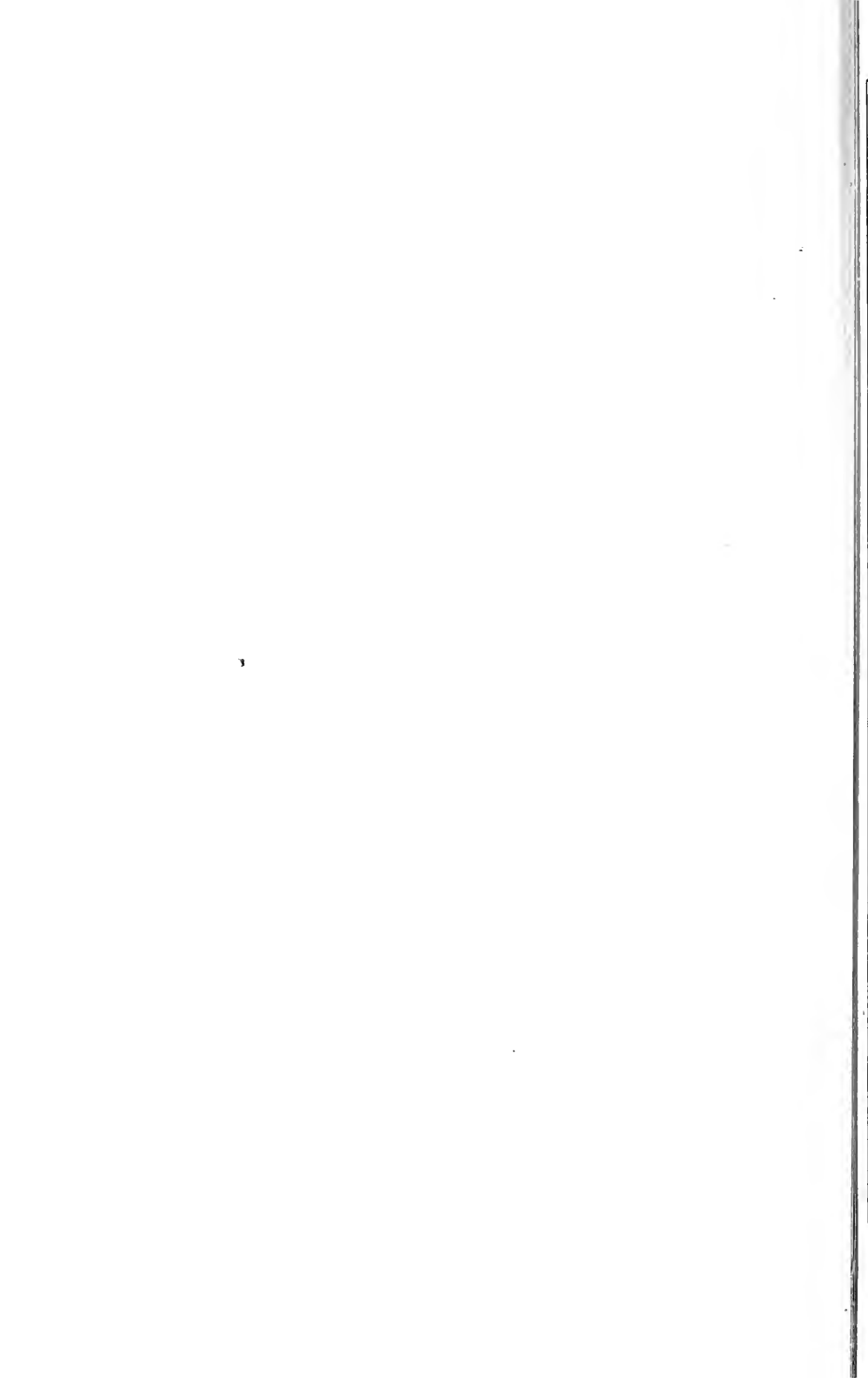


SOME EVENTS OF BOSTON AND ITS NEIGHBORS









Some Events of Boston and Its Neighbors



Printed for the
State Street Trust Company
Boston, Mass.

1917

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FOREWORD



THE State Street Trust Company takes pleasure in presenting the twelfth in the series of brochures which it has issued on subjects connected with the history of Boston. The pamphlet covers this time some interesting events of Boston and some of the neighboring towns and is supplementary to the one issued last year entitled—"Some Interesting Boston Events." Many things have happened in Greater Boston which, though quaint and curious and, perhaps, amusing, have not been of sufficient importance to receive more than a brief mention in the pages of the historians. It has been the aim in the present pamphlet to narrate such little-noticed happenings, and to illustrate the text as far as is possible with reproductions of old prints and photographs. The unusual interest shown in the historic brochures prepared during the past eleven years by the State Street Trust Company encourages the hope that the present volume will also prove acceptable and entertaining to the depositors of the Company and the general public.

Among those to whom we are indebted for information used in the preparation of this brochure are the following: The late Gov. Curtis Guild; the officials of the Boston Public Library; Mr. Philip Hale; Mr. Walter K. Watkins; Mr. Charles F. Read of the Bostonian Society; Mr. Charles K. Bolton of the Boston Athenæum.

For special information in regard to certain subjects we are indebted to the following: Hon. Edmund Billings and Mr. Lawrence F. Sherman for data pertaining to the Islands of Boston Harbour; Mr. George H. Tripp, of the Free Public Library, New Bedford, for data pertaining to the Gosnold Memorial; Mr. William C. Lane, of Harvard College Library, for information concerning the Harvard Ferry; Granville C. Mitchell, of Medford, for help regarding the Peak House; the Librarian of the Milton Library for material concerning Capt. Samuel Wadsworth; Mrs. George Philler and Mr. T. Dennie Boardman for data pertaining to the Prince of Wales Ball; Dr. Charles M. Green for information concerning the Royall House; Mr. Richard H. Dana for information pertaining to Anthony Burns; Mr. L. W. Jenkins for assistance in compiling the story of General Ward; Mr. J. T. Linzee for the picture of the New England Guards; Mr. Alfred Bowditch for data about the Practical Navigator; Mr. Hervey E. Wetzel for information concerning the Louisburg Expedition.

FOREWORD

Among the authorities consulted are:

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The Ferry, the Charles River, and the Charlestown Bridge—Chairman Boston Transit Commission, Boston, the Place and the People, by M. A. de Wolfe Howe.
Quincy's History of Harvard University.
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Bi-Centennial of the Burning of Medfield.
History of Milton, by A. K. Teele.
Barber's Historical Collections.
Buried Treasure, by R. D. Paine.
N. E. Legends and Folk Lore, by S. A. Drake.
The Ships and Sailors of Old Salem, by R. D. Paine.
Pamphlet about Royall House, New France and New England, by John Fiske.
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The Burning of the Convent, by one of the Pupils.

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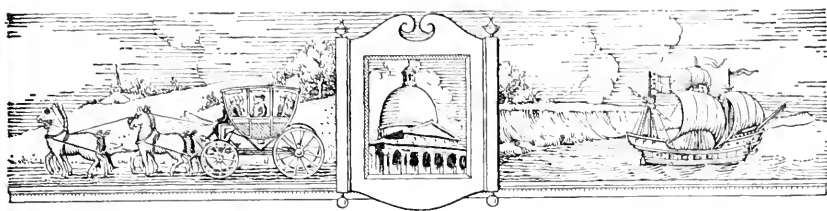
From a colored print.

Collection of the State Street Trust Company.

CAPTAIN JAMES MUGFORD, A HERO OF OUR REVOLUTION.

The inscription in fine type on this cut reads as follows:

One of the heroic men with Thomas Russell 1st Lieut. and 19 Officers and men from Marblehead who captured the armed British Transport Ship Hope Ladened with Powder, implements of War and Pioneer Tools, destined for and in sight of the British Admiralty Fleet then in Nantasket Roads Novr 1775. The scarcity of Powder was severely felt by the Continental Congress the procuring of it attracted their particular and constant attention, every encouragement had been held by them to the inhabitants of the Country, to engage in the manufacture thereof, no opportunity was neglected in importing, or seizing it from the Enemy.—March 1776 Genl Washington entered Boston in triumph, the British evacuated and embarked, and lay in Nantasket Roads waiting the arrival of their Powder Ship—The enterprising and heroic Mugford, with Officers and men captured said Ship and transferred her with Cargo to the United States Commissary Genl and Quarter Master, by the Continental Agent, Col. Jonathan Glover. This was One of the most valuable prizes during the Revolution, the principal and interest to 1854, Amounts to 1,349,343 15/100 Dollars! this and similar events produced the general voice—"We will be free." Congress deliberately and solemnly decided to declare it to the world; and the Declaration of Independance was agreed to in Congress on the 4th of July 1776. Who can estimate the real value of that capture?



Some Events of Boston and Its Neighbors

BARTHOLOMEW GOSNOLD, THE FIRST ENGLISHMAN TO SET FOOT ON NEW ENGLAND SOIL



SMALL bark called the "Concord" with only thirty-two persons on board set sail from Falmouth, England, in 1602, with the object of making a permanent settlement in New England. It was agreed that twelve of the explorers should return and that the remainder should stay. Bartholomew Gosnold was the leader of the expedition and with him were several mariners who had gone to Virginia with Sir Francis Drake in 1585. It was not surprising therefore that the little ship made a very quick voyage, touching first at Cape Ann and then sailing around Cape Cod, which Gosnold called by this name on account of the abundance of fish. He then sailed past an island which he named Martha's Vineyard, now called No Man's Land, and which he reported as being full of deer. To Gay Head he gave the name of Dover Cliff, and continuing his journey the expedition landed on Elizabeth's Isle, now called Cuttyhunk, and here it was decided to start their settlement, the first in New England. The name Elizabeth now refers to the whole group of islands. Here part of the crew landed and built a small stone house or fort for comfort and for protection against the Indians. From here Gosnold visited the mainland, probably at New Bedford, twice landing at Naushon, where he sowed grain and noticed many deer. There were many dissenters in the little colony, and three weeks had barely passed when the "Concord" hoisted anchor and sailed for Exmouth, England, where she arrived "without one cake of bread, nor any drink but a little vinegar." Gosnold joined the Jamestown expedition in 1607, Captain John Smith also being on the same voyage. Gosnold died the same year in Jamestown and was buried there.

The Gosnold Memorial Committee celebrated the three hundredth anniversary of Gosnold's landing at Cuttyhunk by laying the cornerstone of a memorial tower near the place where he landed. The Boston men on the committee who were present at the exercises were F. E. Abbot, Edwin D. Mead, and G. G. Williams.



From a photograph.

GOSNOLD MEMORIAL.

Courtesy of George H. Tripp

The Gosnold Monument is on a small island in a pond in the larger island of Cuttyhunk. Gosnold is the name of the near-by town which embraces all the Elizabeth Islands.

NEW ENGLAND FIRST LANDING

Captain John Smith, "Admiral of New England," gave us the name of New England. With four London merchants he left England in March, 1614, on a trading expedition, sailing for North Virginia as North America was then called. He landed near the Penobscot River and mentions the "Tarrantine" Indians who lived on the east side of this river. As he expressed it, "I chanced to arrive at Monahigan, an Ile of America . . . to take whales, for which we had one Samuel Crampton and divers others expert in that faculty. . . We found this whale fishing a costly conclusion. We saw many . . . but could not kill any." Captain Smith therefore in a small boat sailed westward along the coast with a few of his men, noting carefully the promontories, rivers and harbours, drawing, as he expressed it, "a map from point to point, isle to isle, and harbour to harbour with the soundings, sands, rocks and landmarks." The little expedition sailed around Cape Ann,—which he called Cape Tragabigzand after a Turkish flame of his who rescued him from slavery in Turkey,—finally landing somewhere near Cohasset. How near he actually came to Boston Harbour will never be known, but it is quite certain that he sailed across Massachusetts Bay. He wrote afterwards that "the



CAPTAIN JOHN SMITH, WHO GAVE US THE NAME OF NEW ENGLAND.

From John Smith's "Travels," "History of Virginia, New England, and Summer Isles." 1630.
Massachusetts Historical Society.

irest reach in this bay was a river, whereupon I called it Charles
iver." His map shows this river, which was undoubtedly the
hannel between Long Island and Deer Island. He then sailed across
e Bay, made a sketch of Cape Cod, rejoined his vessels, and set
ail for England. His name however will be remembered by us
wing to the fact that he called this land New England for the first



His three single Combats Chap. 7.
His Encounter with TVRBASHAW Chap. 7.

From a map.

Collection of the Massachusetts Historical Society.

A CORNER OF JOHN SMITH'S MAP, SHOWING A SHIP OF THAT TIME.

time. His map, although drawn six years before Plymouth was settled, and sixteen years before Boston, nevertheless mentions both names on it, his Boston being near Portsmouth, Hull being Hampton, Bristow then being called Boston. Other names given to various places were Cambridge, Sandwich, Dartmouth, Ipswich, Barnstable, London, Oxford. In one corner of this map is a portrait of "Captayne" John Smith, described as being thirty-five years of age.

He was very enthusiastic about the new land and described it in these words: "Of all the parts of the world I have yet seen not inhabited, I would rather live here than anywhere." And again he writes, "And then the countrie of the Massachusits which is the paradise of all those ports."

Just before Winthrop sailed, John Smith wrote in his records, "Yet further for my paines to discredit me and my calling it New England, they obscured it and shadowed it with the title of Cannada, till, at my humble suit, King Charles confirmed it, with my map and books, by the title of New England." Captain Smith again set sail from England in 1615, but his ship never reached America. On

SOME EVENTS OF BOSTON AND ITS NEIGHBORS

this second attempt he was captured by a French cruiser, and it was during his captivity that he wrote the narrative of his first voyage to New England. It was published in London in 1616, entitled "A description of New England: on the observations, and discoveries of Captain John Smith (Admirall of that Country) in the North of America in the year of our Lord, 1614." About three thousand of these pamphlets were distributed by him in order to encourage a movement towards colonization, but his efforts did not meet with much immediate success. It must not be forgotten however that his expedition was undoubtedly a contributing factor in establishing the English race upon Massachusetts Bay.

SOME CURIOUS CUSTOMS OF THE PURITANS

A survey of the lives of the early Puritans reveals many quaint and curious customs. The life of a New Englander, particularly of a woman, was very strict, and special attention was given to grace and carriage. A piece of poetry written by Oliver Wendell Holmes well illustrates the care given to the woman's appearance:—

"They braced my aunt against a board
To make her straight and tall.
They laced her up, they starved her down,
To make her light and small.
They pinched her feet, they singed her hair,
They screwed it up with pins.
Oh! never mortal suffered more
In penance for her sins."

To remain long unmarried was considered deplorable and it has been said of the colonists that "they married early and they married often." A woman was considered an old maid at twenty-five. Widowers and widows remarried as soon as possible, the record undoubtedly being held by the wife of a certain Governor of New Hampshire who was a widow only ten days. Bachelors were scarce and were looked upon with much disfavor. In Hartford, "lone-men," as they were sometimes called, had to pay twenty shillings a week to the town for the selfish luxury of living alone. One of the most amusing laws was passed by the town of Eastham, Massachusetts, in 1695, the vote reading that "Every unmarried man in the township shall kill six blackbirds or three crows (every year) while he remains single; as a penalty for not doing it, shall not be married until he obey this order." A bachelor was constantly under the supervision of the constables and the watchmen and therefore actually gained rather than lost his freedom by marrying. The unmarried men of some towns were encouraged to marry by being offered plots of land on which to build, upon marrying. It is said that in Medfield, Massachusetts, there was a street called Bachelors' Row, which had in this way been assigned.

Love-making in Boston was often carried on in the Common, one writer stating that "On the South there is a small but pleasant Com-

mon where the gallants, a little before sunset, walk with their Marmal-Madams till the nine o'clock bell rings them home to their respective habitations." From the above it seems that the New Englander kept early hours. John Quincy Adams also mentioned nine o'clock as the customary retiring hour in Quincy, following his remark by stating that if one were dining out and stayed after this hour one's horse invariably walked home alone. A curious custom concerning love-making was that the lover must first gain the consent of the girl's parents, who, however, having once given permission, could not retract. Court records show that parents were often sued for endeavoring to end a sanctioned love affair. One record shows that a lover sued the girl's father for the loss of time spent in courting. The "coming out" or "walking out" of the bride was an important event in the community. This meant that the newly married couple appeared together often in public, led small processions of people to church, and took prominent seats in the gallery. Often in the middle of the service the bridal couple would rise and slowly turn around several times in order to attract the attention of their friends in the congregation. It is a curious fact that a magistrate, a captain, or even a prominent man in the community could perform the marriage service, but that a parson could not do so,—not until the beginning of the eighteenth century. Governor Bellingham actually performed the marriage service over himself. When he was "brought up" for this action, he persisted in remaining on the bench to try his own case.

At weddings the garter of the bride was often scrambled for, the idea being that it would bring luck and a speedy marriage to the one who caught it. The old custom of giving "bride-gloves" has come down to us in the giving of gloves and ties to the ushers. A New England wedding in the old days ended by kissing the bride, firing guns, and drinking New England rum. There was no wedding trip then, the newly married couple starting housekeeping immediately. It is interesting to note how often ministers and their families married into the households of other ministers, this being particularly true of the Mather family.

The meeting-houses were usually hot in summer and freezing cold in winter. The service began early in the morning and often lasted the greater part of the day; and it was necessary, therefore, that the worshippers provide themselves with foot-stoves. The First Church of Roxbury was destroyed by fire in 1747 owing to the fact that one of these stoves was left behind. The Old South Church not long afterwards passed a vote to prevent a similar occurrence. This vote reads, "Whereas danger is apprehended from the stoves that are frequently left in the meeting-house after the publique worship is over; Voted, that the saxton make diligent search on the Lord's Day evening . . . after a lecture, to see if any stoves are left in the house, and that if he find any there he take them to his own house; and it is expected that the owners of such stoves make reasonable satisfaction to the saxton for his trouble before they take them away." Women often

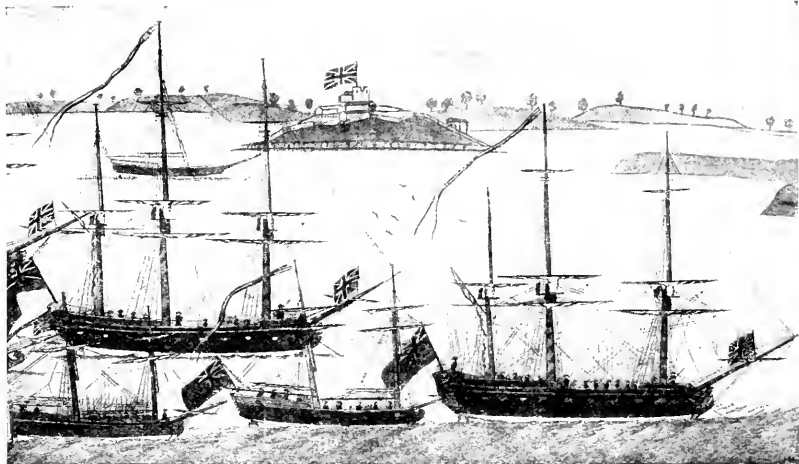
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took hot potatoes in their muffs, and men sometimes brought their dogs to church to serve as foot-warmers, for which a charge of six-pence per dog was levied. The First Church was the first one in Boston to use a stove, although the meeting-house in Hadley holds the record of being the first in Massachusetts to adopt this innovation. When the Old South, in 1783, installed this luxury, the *Evening Post* bewailed the new custom as follows:—

“Extinct the sacred fire of love,
Our zeal grown cold and dead,
In the house of God we fix a stove
To warm us in their stead.”

New England congregations became divided into stove and anti-stove factions. An amusing story is told about the wife of an anti-stove parson who was so unaccustomed to the heat that when the deacon referred in his sermon to “heaping coals of fire” she fainted. Upon reviving she declared that her condition was due entirely to the heat in the stove. It was pointed out, to her further discomfiture, that there had been no fire on this occasion.

Funerals were regarded as festivals and were considered of far greater importance than weddings. Many people attended, even little children, who often also acted as pall-bearers at the funerals of their young friends. The body was often borne in a chaise but usually on a farm wagon or by a group of bearers. The chief expense of a funeral was gloves, a pair of which was sent as an invitation to attend the ceremony. In some cases as many as one thousand pairs were given away, and often a man would name in his will the quality and cost of the gloves he requested be provided for his funeral. Often pall-bearers were given better gloves than the others who attended the services. One man sold his collection of three thousand funeral gloves for \$640. Rings were also given to relatives and certain prominent people, and large were the collections of these rings that were made by some of the most popular and distinguished people of the community. These rings were usually made of gold with black enamel and often bore a coffin, skeleton, skull or urn on them; some were inscribed with mottoes such as “Death parts United Hearts” or “Prepared be to follow me,” or other equally cheerful suggestions. The Essex Institute in Salem has an interesting collection of these mourning rings. The Puritans usually drank wine at funerals, taking quite literally the remark “Give strong drink unto him that is ready to perish and wine unto those that be of heavy hearts.” It was often said that the temperance idea had “done for funerals,” at least as festivals. Regular invitations to funerals were sent out: invitations to other events usually went on the back of playing cards. At a meeting held in Faneuil Hall in 1767 the following resolution was passed: “And we further agree strictly to adhere to the late regulations respecting funerals and will not use any gloves but what are manufactured here, nor procure any new garments upon such occasions but what shall be absolutely necessary.”

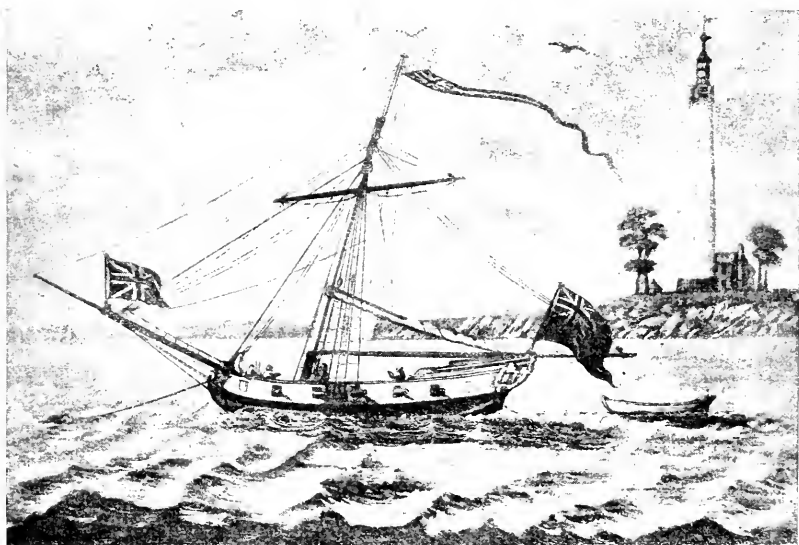


From a print.

THE CASTLE.

Collection of Bostonian Society.

The most ancient military post in the United States continuously occupied for defence.



*To the Merchants of Boston this View of the LIGHT HOUSE
is respectfully presented By their Humble Servt W^m Burge*

From a print.

Collection of Bostonian Society.

A SHIP OF THE MASSACHUSETTS BAY COLONY.

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The use of wine and rum was also referred to. Salem passed a regulation that the tolling of the bell should cost no more than eight-pence and that "the sextons are desired to toll the bells but four strokes in a minute." There was also a rule that undertakers could charge no more than eight shillings for borrowed chairs. Sir Walter Scott said that his father enjoyed a funeral. The New Englanders, who met so seldom and who led such quiet lives, undoubtedly likewise enjoyed this ceremony and looked forward to getting a ring.

The islands of our harbour presented a very different appearance in the early days of the Colony. Most of them at some time were owned and inhabited by one or more families as residences. Gradually their woods were cut down and hauled into the nearby towns for firewood, and in the course of time most of them were bought by the City, the State, or the United States Government. Governor's or Winthrop Island, which was granted to Governor Winthrop in 1632 by the Colonial Legislature, was undoubtedly one of the most attractive of all, chiefly owing to its woods and wonderful orchard of pear, plum and apple trees. It was agreed that the purchaser should here plant a vineyard and an orchard, and that the purchaser or his heirs for twenty-one years should pay to the Government yearly one-fifth of all the fruits and profits; and the name of his new possession was to be called "Governor's Garden." Later the terms were changed to "one hogshead of the best wine that grows there," to be paid after the death of John Winthrop. In 1640 the vineyard failed, and the yearly amount was changed to two bushels of apples, one for the Governor and the other for the General Court, the members of which could be seen going home with their pockets full of the fruit. The island continued in the possession of the family until 1808, when part of it was sold to the Government as a site for Fort Warren. The name of this fort was later transferred to another fort on George's Island, and the old fort renamed for Governor Winthrop. During the witchcraft delusion "Governor's Garden" was believed to be an isle of demons. During the War of 1812 the Bostonians were asked to go down there with spades, pickaxes and wheelbarrows to aid in improving the defences of the fort. The Winthrops were celebrated for their hospitality and entertained a great deal at their island home. Among those who made use of these attractive grounds were the members of the Massachusetts Historical Society. The island is to-day owned by the United States, but is under the care of the Boston Park Commissioners.

Another well-defended fortress was on Castle Island, which was the most ancient military post in the United States continuously occupied for defence, the flag of Saint George, the Pine-Tree Flag, the white flag of Massachusetts, and the Stars and Stripes all having been flown over its ramparts. This fortress was erected in 1634 by Governor Winthrop and his councillors, who decided that from this

island only could the "First Church" be properly protected. The fort was destroyed by fire in 1673, being built mostly of tree stumps, and the following year the whole Court went on "one of the earliest official junketings in Boston Harbour" to examine it. In 1791, for the first time, a British frigate saluted the American flag flying over the Castle. In 1798 Massachusetts ceded the island to the United States and nine years later it was christened Fort Independence. Some Massachusetts volunteers are buried here, and one of the old epitaphs, now lost, reads: "Here lies the body of John ———, aged 50, a faithful soldier and a desperate good Gardener." Once when three ships came in from England, a gunner tried to fire a shot across the bows of one of them to bring her to, but the gun was so badly aimed that the shot killed a passenger. An inquiry brought out the report that he "met his death by Providence of God." During the civil war in England two rival British ships met in the harbour opposite the Castle, which resulted in the ridiculous law being passed "not to permit any more ships to fight in the harbour without license from authority." After the Boston Massacre the British soldiers were sent to the Castle, which caused to be written the following piece of poetry:—

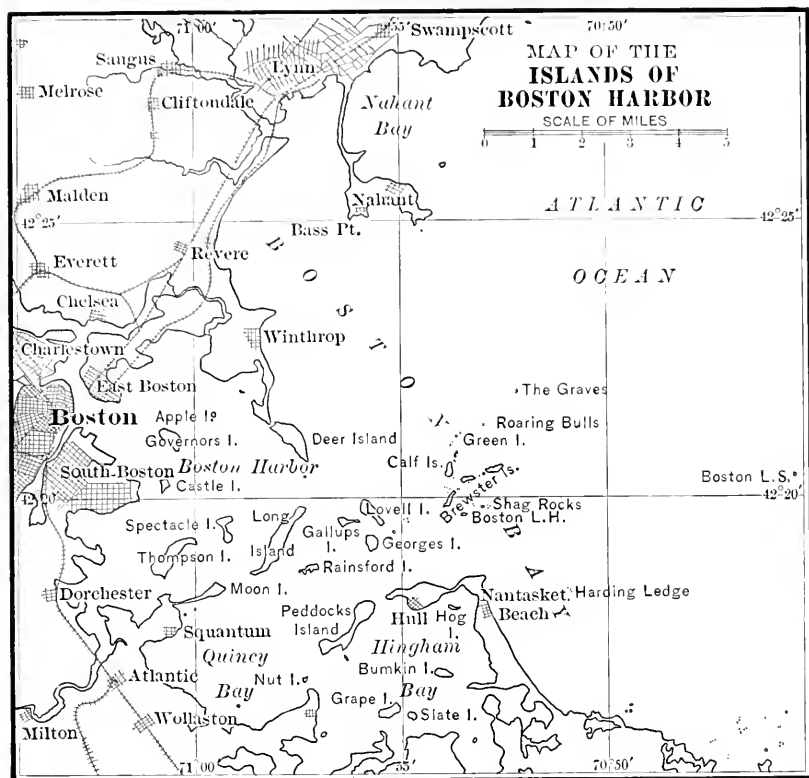
"Our fleet and our army, they soon will arrive,
Then to a bleak island you shall not us drive,
In every house you shall have three or four
And if that will not please you, you shall have half a score."

From here also the guns announced the return of William Pepperell after the capture of Louisburg, and from its fortress the Royal Governors were saluted on their arrival; and to this island Governor Andrew withdrew. Also the fort was used as a prison until Charlestown jail was built. The island is now owned by the United States, but is cared for by the Park Commission.

Another Government island is George's, or Pemberton, Island, upon which Fort Warren now stands. The fort was built of Quincy and Cape Ann granite, and was supposed to be at one time the key to the harbour. The island was named after Captain George, a prominent citizen of Boston. Within the walls of the fort many Massachusetts recruits were drilled for the Civil War, and many prisoners, including the English emissaries, Mason and Slidell, were here imprisoned. It was the chief point of defence in our harbour until the Spanish War, and has played an important part in our Nation's history. The first earthworks were erected in 1778 in order to protect Count d'Estaing's fleet from the British, when the French ships were in the harbour. It may be interesting also to mention that the famous song "John Brown's Body Lies a-Mouldering in the Grave" was composed and first sung at Fort Warren by the glee club of the Second Battalion Light Infantry in 1861.

When Miles Standish explored the harbour in 1621 he anchored off Thompson's Island, visited Squantum and made a treaty with the Indians. A few years later David Thompson, who came from Plym-

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outh, in Devon, England, landed here and took up his residence. He died several years later and his son leased it. In 1644 Massachusetts, without having the right really to do so, granted the island to Dorchester. The lease was for £20 a year, and the income was to be used to pay the salary of a schoolmaster for the town. It has been asserted that this was the first money ever raised by taxes for such a purpose. The Thompson family returned, claimed the island, and quite properly had it restored to them by the Court. In 1834 the Boston Farm School Association purchased it and annexed it to Boston, at the same time granting to the people of Dorchester the right to dig clams there. Here later on the Farm School was established. A grove of trees was planted in 1840 by the Rev. Theodore Lyman. Just after the Revolution George Minot purchased part of Thompson's Island with the funds that were given him by the Government for powder that he had smuggled through the British lines to his many friends. The island is owned to-day by the City of Boston.

Long Island was so called because it is the longest island in the harbour. In 1847 a company bought all of it except the east end upon which was the lighthouse, and then built a wharf and a hotel and

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laid out streets. The speculation ended in failure. The island is chiefly noted as the residence of John Nelson, who is looked upon as a hero by the American people. He was captured by the French in a voyage to the eastward and imprisoned in Quebec. While there he informed Massachusetts that the French were forming plans against the New England Colonies, and for this he was sent to the Bastille. He was finally released, and on his return to Long Island the Nelson family gave him a great feast of welcome, and part of the table-cloth is believed still to be preserved by his descendants. The British pastured cattle here at one time, and a detachment of five hundred Continental soldiers, in sixty-five whale-boats, landed and stole them all, escaping safely to Squantum. Not many years ago a large assemblage of prize-fighters and their "heelers" went over to the island with the intention of conducting a fight, but were prevented from doing so by some police officers who arrived in a police boat at just the right time. The island is owned partly by the Government and partly by the City.

Lovell's Island, which is six miles or so down the harbour, has witnessed many shipwrecks, chief of which was the French battleship "Magnifique," which missed stays and ran on the rocks, where she lay for many years. The Boston pilot in charge of her at the time became sexton of the New North Church, and when he went down to the parish one morning he found that some boys had chalked the following on the meeting-house door:—

"Don't you run this ship ashore
As you did the seventy-four" (74 guns).

Souvenir hunters have dug up many of the timbers of this vessel, but no treasures. Congress gave to France the "America" to compensate her for the loss. The island was named after Captain Lovell of Dorchester, was occupied at one time by Hull, and now is the property of the United States, being used as a buoy station.

Nix's Mate has always been connected with traditions and to us is the most mysterious of all the islands, owing to the fact that its twelve acres of pasture land have been entirely washed away except for the beacon which was erected by the Boston Marine Society as a warning to mariners. The most popular tradition is that Captain Nix was killed at sea and his mate suffered death here for the murder. The mate protested his innocence and predicted that the whole island would be destroyed to prove his guiltlessness. The first owner of the island was John Gallop. It has a weird history, for with Bird Island it was used as a place for the execution and burial of pirates, and often their bodies, after execution elsewhere, were hung on Nix's Mate in order to warn other sea-rovers as they entered or left the harbour. The pirate William Fly was the most noted of all the buccaneers executed here; his bones hung and blew back and forth on the gibbet for many months. It is a curious coincidence that Nix's Mate and Bird Island, upon both of which executions took place, practically no longer exist.

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Deer Island was so called because deer often swam over from the mainland when chased by the wolves from Boston Neck. It was granted to Boston in 1634, and its use is too well known to require any description. It was leased at one time to Sir Thomas Temple, who was a descendant of Lady Godiva of Coventry fame, a rather curious relation to history for one of our islands to bear. During King Philip's War Massachusetts confined many Christian Indians in this bleak spot, and John Eliot often visited and comforted them. It is owned by Boston, the State of Massachusetts, and the United States Government.

Apple Island has furnished excellent pasturage for sheep and cattle. It was owned in 1723 by the Hon. Thomas Hutchinson, father of Governor Hutchinson. It finally came into the possession of a Mr. Marsh, who lived here peacefully with his family. His grave is on the western slope. The City finally purchased it in 1867. Here many old ships have been dismantled and burned, and it is popularly believed that the island is infested with rats that came ashore from the burning vessels.

Breed's Island, formerly known as Hog Island and owned at one time by Judge Sewall, was bought in 1800 by a wealthy resident of Charlestown, Massachusetts, named John Breed, who tried here to bury his grief for the death of his bride.

Spectacle Island is so called because at low tide it resembles a pair of spectacles. It was bought by Samuel Bill from an Indian Chief, and later it was bought by the Town of Boston. A hospital was built here which later was transferred to Rainsford Island where it still is. The "Sheerness," which took away Phillips to safety after his duel with Woodbridge, lay off this island when he came on board. It was bought not many years ago by Nathan Ward, and some one wrote, "The island has been put to a new business, which speaks for itself if one happens to the leeward of it," adding that "it has ceased to be a place of resort." The first mention of Spectacle Island was in 1634 when "together with Deer Island, Hog Island and Long Island, it was granted to the Town of Boston, for the yearly rent of 4 shillings," or one shilling apiece.

Edward Raynsford, the first elder of the Old South Church, was the first white resident of Rainsford Island. The city bought it in 1737 for a hospital, and in 1858 the State bought it for a home for paupers. Boston bought it back a few years later, and established on it an almshouse. Until 1852 it was used as a quarantine.

Noddle's Island, now part of East Boston, was first settled by William Noddle in 1629, before Boston was founded, the first important settler being Samuel Maverick. When the Puritans arrived they allowed him to remain upon payment of a "fat wether, a fat hog or forty shillings." During the siege of Boston the island became a refuge for twenty young women. One of them was frequently called upon by William Tudor, a General of the American Army, who swam over with his clothes tied in a bundle on his head, dressed, made his call and then returned in the same manner. His energy

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was rewarded by a successful ending to his love-making. The Battle of Chelsea Creek was fought between Noddle's Island and Winnisimmet, or Chelsea. It was the second battle of the Revolution in this vicinity and the first one in which American artillery was used. Fort Strong is situated here. Donald McKay built many fine ships here, such as the "Flying Cloud," "Sovereign of the Seas" and the "Great Republic." It was "laid to Boston" in 1636. A part of it is now owned by the East Boston Company.

Peddock's Island is chiefly known to us as the scene of the capture of some French sailors by the English in the early days of the Colonies. It is owned to-day by Governor Andrew's Estate and controlled by the Town of Hull. Gallop's Island is owned by the City of Boston and will probably be purchased during the year by the United States Government.

Bumpkin Island, near Hingham, is owned by Harvard College and leased to the Burrage Hospital.

Calf Island is the property of B. P. Cheney.

Great Brewster is owned by the City and is under the jurisdiction of the Town of Hull.

Green Island is owned by Melvin O. Adams and James Young.

Little Brewster is owned by the United States and is occupied by Boston Light.

Middle Brewster is owned by Melvin O. Adams, R. S. Whitney and B. P. Cheney.

Outer Brewster is the property of Benjamin Dean.

Settlements were hardly established at Boston and Charlestown before it became evident that a ferry across the Charles River would be a great convenience. Probably before any action was taken by the Colonial Government, private individuals had engaged in ferrying passengers across the Charles; but the first public act in reference thereto was on November 9, 1630, at a meeting of the Court of Assistants held at Boston, shortly after Governor Winthrop and his party reached Charlestown. At this meeting were the Governor and Deputy Governor of the Colony, with Mr. Coddington, Sir Richard Saltonstall and others; and it was ordered, "That whosoever shall first giue in his name to Mr. Gounr that hee will vndertake to sett vpp a ferry betwixte Boston and Charlton, & shall begin the same att such tyme as Mr. Gounr shall appoynt, shall haue 1^d for euy pson, & 1^d for euy 100 waight of goods hee shall soe transport."

Thus was launched the Boston-Charlestown ferry, or, as it was known at the time, "the great ferry," perhaps the first enterprise undertaken by the infant colony. Edward Converse was the first man to take advantage of the act. At first the ferry could not have been a very lucrative proposition, for on June 14, 1631, it was ordered that Mr. Converse should receive twopence for every single person, and one penny apiece if there were two or more persons to be ferried.

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On November 9, 1636, the ferry was leased to Mr. Converse for three years, at £40 a year, on condition that he should see that the ferry was efficiently run and equipped with the proper number of boats, and that he should build a convenient house on the Boston side of the river and keep a boat there when it was needed. Besides the fees for persons mentioned above he was allowed to charge sixpence for every pig ferried across. "And if any shall desire to pass before it be light in the morning, or after it is dark in the evening, he may take recompense answerable to the season and his pains and hazard, so as it be not excessive."

In 1640 the General Court ordered that the ferry privilege between Boston and Charlestown be granted to Harvard College for the financial benefit of the institution. In 1639 £50 had been received from the ferry, and it was expected that this sum would increase yearly with the growth of population. For one hundred and forty-five years Harvard received the ferry tolls, which were no mean help in those days of the college's struggling infancy.

The ferrymen evidently had their troubles, for in 1648 James Heyden and Francis Hudson, who then had charge of the ferry, complained to the General Court that the ferry was very unproductive, that disorderly persons would force their way into the boats and refuse to pay their fares, and that the payment tendered was "usually in such refuse, unwrought, broken, unstringed, and unmerchantable peag"—meaning wampum, or Indian money—at six a penny, that they lost twopence on the shilling, as they had to take peag at six a penny and pay it at seven. The General Court acted favorably on this petition August 10, 1648, giving the ferrymen the right to collect their tolls before ferrying and to refuse poor peag, while persons allowed free passage by order of the Court were to show credentials or pay.

President Henry Dunster of Harvard petitioned in 1650 that the College be given the right to dispose of the ferry by lease or otherwise, and this was granted.

Oars were probably the sole means of propulsion, the channel being narrow and the current strong. In winter, when the ferry could not run, no doubt the thick ice made a convenient bridge between the shores for at least part of the season. At first the ferry served only foot-passengers, but later larger boats were put into service and chaises were ferried across. The ferrymen collected double tolls on certain days, evidently not to the liking of the townspeople; for in 1783 the town refused to sanction the ferrymen unless they agreed not to charge these extra tolls.

The ferry played a worthy part in the early history of Massachusetts. In May, 1632, it carried across the Charles to Boston a throng of men to aid in fortifying Corne Hill, later Fort Hill, and when the colonial rebellion against Andros broke out in 1689 hundreds of stanch colonial militia were ferried across on April 18 to help their brothers in Boston overpower the tyrant governor. The rebellion was successful and Andros was thrown in prison, but the

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limitations of the ferry kept some fifteen hundred eager men fuming on the Charlestown side, unable to share in the good work.

When Paul Revere made his famous ride on April 18, 1775, he could not use the ferry to get to Charlestown, because while the English fleet lay in Boston Harbour the ferry-boats were moored alongside the ships-of-war at nine o'clock every night, in order to prevent possible foes of the English from crossing under cover of darkness. Revere got around this by hiring two men to row him across in his own boat, which he kept at the North End, "a little to the eastward where the 'Somerset' man-of-war lay," and landed safely at Charlestown below the ferry.

As the population of Boston and Charlestown increased, it became evident that a bridge must be built in place of the ferry, and when Thomas Russell and others petitioned the General Court in 1785 for the right to build a bridge over the Charles River between Boston and Charlestown "where an ancient ferry had been established," the petition was granted by an act passed March 9, 1785, and John Hancock, Thomas Russell, *et al.*, were incorporated as proprietors of Charles River Bridge.

The grant provided for the annual payment to Harvard College by the grantees of £200 for forty years, the bridge to become the property of the State at the end of that time, "saving to the said College a reasonable and annual compensation for the annual income of the ferry, which they might have received, had not said bridge been erected."

Thus, after one hundred and fifty-five years of useful service, did the old Charlestown ferry pass out of existence. The wonder is that the people of Boston and Charlestown put up with such a primitive arrangement for so long, affording as it did for a century and a half their only means of communication except by making the long roundabout journey through Roxbury and Cambridge. Apparently the efficient management of the ferry must have made up for some, at least, of its limitations, for in 1741 Oldmixon's "History of the British Empire in America" states that between Boston and Charlestown "there is a ferry so well tended that a bridge would not be much more convenient, except in winter."

FIRST MUSTER OF THE MILITIA, 1638 THE FIRST PARADE OF THE OLDEST MILITARY ORGANIZATION IN AMERICA

The "Military Company of Massachusetts" was organized on the first day of June, 1638. An earthquake shook Boston that afternoon, and Winthrop adds in his Journal: "It came with a great noise like a continued thunder or the rattling of coaches in London, but was presently gone. . . . It shook the ships, which rode in the harbour, and all the islands. The noise of the shakings continued four minutes."

The company, afterwards known as the "Ancient and Honorable Artillery Company of Massachusetts," and now the oldest military organization in America, may have assembled in the market-place,

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where tradition says their colors were set early in the morning. They were probably in motley array, though, as time passed, they assumed a certain uniformity of dress and weapons. After much debate a charter had been granted by Governor Winthrop to the members of this new company which had been chosen from the volunteer militia, nearly as old in Boston history as the church and the governor. Among the officers were: Robert Keayne, captain; Daniel Howe, lieutenant; Joseph Weld, ensign; John Oliver and Joshua Hewes, sergeants; John Johnson, clerk; and Arthur Perry, drummer. After roll-call and prayer the company marched to the First Church on King Street, where with solemn tread and much creaking of boots and clang of arms they entered the pews. There is a tradition that the sermon in honor of the first muster of an organized company was preached by Captain Robert Keayne's brother-in-law, the Rev. John Wilson, clad in black gown with white bands and wearing a white wig. He preached a long sermon behind the hour-glass which monotonously dropped its sands before the eyes of the company. An authority claims it is altogether probable that after the sermon the company marched to one of the Boston taverns—possibly Cole's Tavern, the first in town—where dinner was served, and that afterwards they marched up School House Lane to the training-ground or Common. Governor John Winthrop, who in the face of much opposition granted a charter to the company, was present, and was later escorted home by the company. On the day of organization, officers were elected who afterward treated the company "to punch, made of old West India and New England rum, Havana sugar, and 'lemons or limes for souring.'"

The captain's duties were laid down in the "Book of Discipline," which called for him "to be a good posture man himself, that when he sees any of his souldiers handling their arms in an indecent and slovenly manner, he may better reprove them for the same. And although many Captains regardeth them not, but leaveth them to be instructed by the inferiour officers; yet it is a great deal of honour to him, when his souldiers shall be taught by himself, they more cheerfully and confidently marching along with him, when as they perceive that he is thoroughly knowing in all things belonging to his charge. His place of marching with his company, is some six foot before the first division of muskettiers; but if his company be drawn up, he is either upon a stand, or upon the march, to be on the head of the Pikes, six foot before the Ensign."

FIRST NEW ENGLAND JOURNAL

"After a little keeping in scoole, I was taken to help my father plant corne, which I attended for seven yeares together. I then fell to learning by the help of my brother, and to practising the trade of goldsmith, and was able to get my living by it."—*John Hull, in his Diary.*

When Hannah Hull's father, on her marriage to Samuel Sewall, placed his daughter, as tradition says, in one of the scales and heaped

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From an original.



Collection of the Massachusetts Historical Society.

THE PINE TREE SHILLING, 1652.

Enlarged two and one-half times.

in the other silver New England shillings until the scales balanced, the wedding present amounted to £3,000,—only a portion of the wealth that John Hull gathered besides his "living" as master of the first mint in New England.

Owing to the increase in trade in the Colony and to uncertainties in England, Massachusetts in 1652, for the purpose of preventing fraudulent money, erected "a mint for coining shillings, sixpences and three-pences." The General Court, accordingly, authorized John Hull "a silversmith" and Robert Sanderson, for "melting, refining, and coining of silver." Massachusetts was the only colony that coined money, and the first pieces had the initials of New England on one side and Roman numerals denoting the value on the other. Afterwards it was ordered by the General Court that all moneys should have the following inscription: "Massachusetts, and a tree in the centre on one side, and New England and the year of our Lord on the other side." The mint-house was located on Mr. Hull's estate; it was not a pretentious building, the order for it calling for a wooden edifice, sixteen feet square and ten feet high. It was the subject of common remark in its day: "Twelve pence laid out on the purse and only six pence in it." It is related that not long after the starting of the mint Charles II in great wrath questioned Sir Thomas Temple, the first agent officially despatched by the General Court to London, as to why this Colony presumed to invade His Majesty's rights by coining money. Virtually, Sir Thomas said: "The colonists have but little acquaintance with the law. They are simple folk, meaning no ill, and they thought it no crime to make money for their own use." Sir Thomas took a "pine-tree" shilling from his pocket.

"See, your Majesty, here is the coin."

On one side of the piece had been struck a tree which, though there

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is no record of its identity at the time, has later been called a pine-tree. It may, however, have been any New England bush.

"What is that tree—what does it mean?" said King Charles, frowning.

"That, your Majesty," said Sir Thomas, "is a royal oak. Your colonists, not daring to put your Majesty's name on the coin, have struck thereon the emblem of the oak, which preserved your Majesty's life."

"They are a parcel of honest dogs," cried Charles, at once restored to good-humor.

How the coins came to be known as pine-tree shillings cannot be definitely traced. The official records speak of the drawing as a "tree," the pine-tree itself not appearing officially until it was impressed on the seal of the General Court, where a pine-tree appears on each side of the Indian.

The date—1652—for thirty years remained unchanged. John Hull's share in the profits of the mint was fifteen pence out of every twenty shillings. He rapidly amassed a fortune, and the General Court, possibly discovering this, sought to be released from the contract; but John Hull refused, and continued for some years to add to his coffers, even after giving his daughter Hannah £3,000 for a wedding dowry.

The "pine-tree" shillings circulated up to the time of the Revolution, and after that they were collected or preserved in museums. With the exception of Maryland, where Lord Baltimore struck off a few silver coins, Massachusetts is the only one of the thirteen colonies that had a mint before the Revolution.

Hull Street in Boston, which was laid out through John Hull's pasture, is named for him and was given to the city by Judge Sewall and his wife, Hannah, of pine-tree-shilling fame, on condition that it should always be called by the mint-master's name.

THE BURNING OF THE MENDON PLANTATIONS

The many battles with King Philip's Indians in the outlying villages and towns were of vital importance to Boston, and every event was at once heralded there. It was customary to announce the arrival of Indians by firing off the heaviest gun in the village, and to rely upon each successive garrison on the way towards Boston to pass on the alarm. Soon after the start of King Philip's War the only town between Medfield and the country of the Indians was Mendon, and it was not long before this town was also attacked. Previously to this, however, a false alarm of hostile designs against Mendon had been given to the citizens of Boston, and twelve hundred men were quickly assembled under arms. They were soon dismissed because it was discovered that "one who was upon guard there . . . got drunk and fired his gun, the noise of which alarmed the next neighbors and so spread to Boston."



From a photograph.

Taken for the book.

PEAK HOUSE, MEDFIELD.

One of the most curious of our Massachusetts houses.

The situation soon began to look so serious that on December 9, 1675, a Massachusetts force was mustered on Dedham Plain and advanced to North Kingston in Rhode Island. The white men charged a stockade nearby. To do this they had to cross, by means of a single log, a ditch that surrounded the fortress, and which was swept by the enemy's fire. There was a race to see who would be the first to get across. This attack was a failure. A friendly Indian showed the white people a secret passage into the stockade, and many of the Indians were finally killed. The cold was so intense that the Massachusetts troops were soon obliged to return. Lancaster was attacked on February 10, and the inhabitants of Medfield then became thoroughly alarmed. They wrote to Governor Leverett for assistance, and he sent a company of eighty men as further protection. The Indians assaulted Medfield on February 21, 1676, killed many of the inhabitants and burned half of the houses in the village. King Philip was described as riding upon a black horse, leaping back and forth over fences, thoroughly enjoying the havoc he was making. It is believed that he caused to be written a paper threatening to repeat his visit every year for twenty years. The Great Gun, as it was called, was fired as a signal to the town of Dedham that the red-

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men had begun their deadly work, and on the second report the Indians became frightened and fled, retiring to a hill nearby, where they roasted an ox and held a savage feast. Medfield was allowed by the State £87 10s. for the loss sustained.

The old "Peak" house shown is popularly believed to have been the only house which was not burned at the time of the massacre, but this is not so. It was originally built in 1651 and was burned during the attack. The present house was built by Seth Clark, who was the owner of the original house at the time it was burned. It is an exact reproduction of the former one and is one of the most curious in shape of any in New England. The house came into the possession of Daniel Adams, and he sold it to Michael Callahan, who in turn sold it to the present owner, Fred M. Smith. It is the oldest house in Medfield, and some of the original panes of glass in the windows, which were imported from England, are still to be seen.

Medfield was originally part of Dedham and was purchased on November 14, 1649 from Dedham for £50 which was "to be divided among such of the inhabitants of Dedham as did not move to the village." Ralph Wheelock was the prime mover in starting this new town and has been called "the founder of Medfield." Dedham also originally included Norwood, Walpole, Wrentham, Franklin, Bellingham, Needham, Dover and a part of Natick and Hyde Park.

CAPTAIN SAMUEL WADSWORTH'S BATTLE

About four hundred of King Philip's warriors fell upon the little village of Marlborough in the year 1676. The news soon reached Boston, and Captain Samuel Wadsworth, a resident of Milton, was sent with a company of fifty soldiers to the relief of the town. His force joined that of Captain Brocklebank of Marlborough, consisting of about twenty more men, and following the Indians to South Sudbury they soon came upon some of them. The savages retired slowly through the woods, until they had led Wadsworth's men so far in that they were able completely to surround his company. War-whoops and shot came from every tree, and there was no possible chance of retreat as there were over five hundred Indians in the band. With great bravery the whites defended themselves until nightfall. The Indians then set fire to the woods, and the smoke compelled the surrounded soldiers to retire from their position. It was now determined to force a way through, but in trying to do this all the white men were killed or taken prisoners, and those who were captured suffered the most frightful tortures. It is doubtful if any escaped, though some historians believe that a few cut their way to safety. Captain Wadsworth fell and with twenty-eight of his men was buried in a large grave near the place where the fight took place. The Rev. Benjamin Wadsworth, a son of the gallant Captain and once the president of Harvard College, erected in 1790 a monument over this grave, and some years later the Commonwealth of Massa-

*From a photograph.**Taken for the book.*

MONUMENT IN SOUTH SUDBURY, MASS.

Erected to commemorate the gallant attack on the Indians by Captain Samuel Wadsworth of Milton and others, who were killed during the fight. The inscription on the monument reads as follows: "This monument is erected by the Commonwealth of Massachusetts and by the Town of Sudbury in grateful remembrance of the service and sufferings of the founders of the State and especially in honor of Captain S. Wadsworth of Milton, Captain Brocklebank of Roxbury and Lieut. Sharp of Brookline and twenty-eight others, men of their command, who fell near this spot on the 18th of April [an error for 21st of April] 1676, while defending the frontier settlements against the allied Indian forces of Philip of Pokanoket. 1852."

chusetts and the town of Sudbury united in erecting another monument, at the base of which is the old tablet that marked the earlier grave. The Indians lost heavily but were nevertheless so elated by this victory that they sent word to the authorities in Boston to provide plenty of food as they intended to "dine with them on election day." This disaster was keenly felt in Boston and especially in Milton, as Captain Wadsworth was one of the town's most influential citizens, having served at one time with Robert Babcock as a Committee of Militia for the town. He moved to Milton from Sudbury in 1656 and married the daughter of Robert Vose. His house stood on Wadsworth Hill, and at that time it was over a mile from any other house.

King Philip's power soon began to wane, his end coming in August of this same year by the hand of one of his own men. His head was exhibited on a gibbet for twenty years. His helmet and the barrel of the gun that killed him are displayed in Pilgrim Hall at Plymouth.

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It does not often fall to the lot of one individual to discover a valuable sunken treasure-ship and then to be elected Governor of a State. Such was the history, however, of William Phips. He was born on Phips Point, near Wiscasset, Maine, and being apprenticed to a ship-builder of his native town he learned much about ships and the sea. He moved to Boston in the early part of his life and soon married. He was very poor, but had a determination to accumulate money. In the taverns of Boston he heard of sunken galleons and conceived the idea of getting his heart's desire, which was "A brick house in the Green Lane of North Boston," now Salem Street. It was not many years before he did actually own one.

Setting sail in 1681 for the West Indies he cruised around on his wild search, falling in with many pirates, including Morgan, the most bloodthirsty buccaneer of them all. He managed to discover a small treasure and went to England to finance an expedition to procure the rest of it. For two years he tried to persuade King Charles II to join him, and finally succeeded. The King loaned him the frigate "Rose" which belonged to the Navy, having been captured from some corsairs. In 1683 he sailed to Boston, where he found that the owners of another ship had gotten wind of his treasure, and so he had to allow them to join him. Both ships sailed for the West Indies, but found no treasure: as often happens, it had vanished. Nothing daunted, however, he continued his search near Hayti and San Domingo, where he found an old Spaniard who told him where he knew lay some treasures. Again he sailed to England in order to ship a new crew, his sailors having mutinied. He found that King Charles had died, but he was able to induce King James II to interest himself in the new venture. A syndicate was organized, and Phips, as "an authorized treasure seeker," sailed in the "James & Mary" in 1686 for Port de la Plata. One of his crew noticed a large marine plant in the water and on diving for it discovered a cannon. On the second plunge he brought up a lump of silver which he put before Phips's place at the dinner-table that night. The surprise and delight of the treasure-hunter can easily be imagined. Thirty-two tons of silver as well as gold, pearls and jewels were brought to the surface. The supply of provisions unfortunately got so low that it was thought best to return to England. On the way the seamen, though hired by the month, struck for their share, and Phips was obliged to accede to their demands. Up the Thames sailed this extraordinary expedition with the equivalent of \$1,500,000 on board. The commander was most honest and only took exactly the amount to which he was entitled, which was one-sixteenth or about £16,000. For his discovery the King knighted him in Windsor Castle. Another visit was made to the wreck, but all the rest of the valuables had been taken away in the mean time.

King James offered Phips a place in the Navy, but his heart yearned for New England, whither he returned and built his brick house

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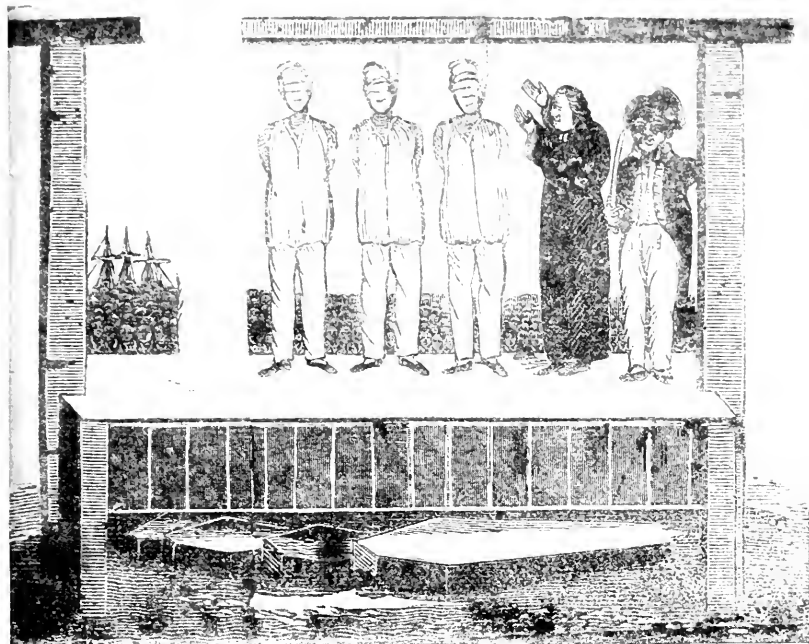
on Green Street. He was appointed the first Royal Governor, took part in the Quebec expedition, and did much to suppress witchcraft, but he endeavored to rule the lower officials of the Colony in much the same way that a pirate commands his crew. He got into many quarrels, returned to England, and there died.

JOHN QUELCH, THE PRIVATEER, AND HIS EXECUTION IN BOSTON

The privateer "Charles" owned by merchants of Boston lay in Marblehead Harbour with her commanding officer, Captain David Plowman, too ill to venture to put to sea. He sent word to the owners that he could not trust his crew and suggested that they come on board and consult as to future plans, but before they could get to the ship, the crew mutinied, with John Quelch at the head, took command of the vessel, and turned her prow toward the track of the Spanish trade. Quelch threw Captain Plowman overboard when he was well out to sea and hoisted a pirate's flag with the figure of a skeleton on it. He and his treacherous crew in a short time succeeded in capturing many Portuguese vessels, and with them much valuable booty.

Dudley was Governor of Massachusetts at the time, and he did all in his power to discover the "Charles," but failed to find any trace of her. Not long afterwards Quelch sailed back to Marblehead and reported that Plowman had died at sea, and that he had been obliged to take command of the privateer, assuring the authorities that his treasures had been collected from the wreck of a Spanish galleon. It was thought wise, however, to search the ship, and a different story came out. Quelch and those of his crew who had not escaped were promptly arrested. Governor Dudley ordered those who had reached shore to be captured if possible. Many of them were found scattered in different parts of New England. The trial was held in the Star Tavern on Hanover Street and was the first proceeding under the Pirate law in the Colonies. Quelch and nineteen of his crew were found guilty and sentenced to death. Two, however, were let off, one on account of illness and the other because of extreme youth.

There are two copies of a broadside published in Boston which portrays the efforts made to save the souls of the condemned men. Many sermons were also preached in their presence every day. The broadside began as follows: "An account of the Behaviour and Last Dying Speeches of the Six Pirates that were Executed on Charles River, Boston Side, on Fryday, June 30, 1704." All were pardoned except Quelch and five others, nine being impressed into the Navy. These six condemned pirates, under a guard of forty musketeers, town constables, and two ministers, marched through the streets of the town, which were thronged with spectators, it being considered a great treat to witness the hanging of so many persons. The last part of the way they proceeded by water. The ministers then ad-



From a broadside.

Collection of the State Street Trust Company.

EXECUTION OF PIRATES ON BOSTON NECK.

dressed to them a long sermon. As Quelch stepped on the stage, he took off his hat and bowed to the spectators, apparently quite unconcerned, and advised the onlookers to take care "how they brought money into New England, to be hanged for it." He died bravely.

A Salem writer composed the following lines:—

"Ye pirates, who against God's laws did fight,
Have all been taken which is very right.
Some of them were old, others young
And on the flats of Boston they were hung."

Part of the treasure was successfully smuggled away, but there was still enough left to afford a large division of spoils among various officials of the Colony, even Governor Dudley himself coming in for his share. The owner of the Star Tavern "for entertainment of the Commissioners during Court proceedings" was generously remembered, as well as the Lieutenant Governor, the sheriff of New Hampshire, prisoners' counsel, marshal, constables, queen's counsel, prison-keeper and captains of the militia. The amount of the booty given to Governor Dudley is not made known. Cotton Mather, who had a quarrel with him, asserted that he "extorted the sum of 30 pounds from some of the crew for liberty to walk at certain times in the prison yard."

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THE ADVENTURE OF PHILIP ASHTON OF MARBLEHEAD

Philip Ashton and a number of other Marbleheaders were fishing near Cape Sable in June of the year 1722 when a strange-looking brigantine was seen to be approaching, which at first was supposed to be a West Indiaman. The new-comer anchored near the fishing fleet, and in a short time a boat-load of her men approached Ashton's vessel, and, suddenly drawing their cutlasses and pistols from beneath their clothing, demanded that the crew of the vessel surrender. There was nothing for them to do except to submit to the ruffians, who turned out to be no other than the well-known pirate Ned Low and his gang of buccaneers. Low presently summoned Ashton to come before him and asked him to sign articles of agreement to ship with him as one of the band, to which suggestion he received a prompt refusal. The pirate then held a pistol to the Marbleheader's temples and asked if he were a married man. He and his comrades were so frightened that most of them answered that they were single. It turned out to be just the wrong thing to say because Low was supposed never to impress a married man into his service.

Ashton steadily refused to join the pirate crew and was therefore subjected to the most brutal treatment, the vessel in the mean time starting off on her long voyage. As the unfortunate man wrote in his diary, the pirate ship was "a veritable hell afloat." Many vessels were captured and plundered, until Low finally decided to visit Roaton Harbour in the Bay of Honduras, in order to get a supply of drinking water. This was Ashton's opportunity. He asked to be allowed to go ashore and help fill the water-casks, and to his delight his request was granted, as the pirates could not believe any one would want to run away on such a desolate island. The prisoner at first worked very hard, when suddenly he bounded off into the undergrowth and hid as best he could from his pursuers. He could hear them yelling to him, and he could even distinguish the words of one of them,—"The dog is lost in the woods and can't find his way out." Finally they became discouraged and left him to his fate, alone on a deserted island, and without clothes, food, knife, gun or even means with which to make a fire. He lived on grapes, figs and plums, and managed to build for himself a rude hut. For nine months he lived without seeing a human being until one day an Englishman, who had fled from the Spanish settlements in fear of his life, landed on the island. For three days Ashton enjoyed the companionship of this stranger, then most unfortunately the new-comer was drowned by the capsizing of his canoe. Several months later he found another canoe stranded on the shore, which enabled him to make short excursions to the surrounding islands, upon one of which he discovered some Spaniards who shot at him. Some time after this adventure Ashton saw some canoes approaching, and to his delight a party of men, who had been driven by the Spaniards from the Bay of Honduras, landed. All lived together very peacefully until his old enemies, the pirates, descended upon them. Ashton and several of his friends succeeded in escaping, but the rest

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were captured and taken aboard the same vessel in which he had once been a prisoner. Two or three months now passed until one day when the castaways went over to the Island of Bonacco and while they were here a gale compelled several vessels to stand in towards them. One of the ships luckily turned out to be a Salem brigantine, and to Ashton's joy he sailed off in her, arriving home on the first of May, 1725, after an absence of almost three years.

THE LAST SLAVE QUARTERS STILL STANDING IN MASSACHUSETTS

The old Royall House in Medford, closely identified with Revolutionary history, among its many attractions can boast of possessing the last visible relic of slavery in this State. Although the house itself dates back to 1631, when it was deeded to Governor Winthrop, the building for slaves was not erected until 1732. Isaac Royall came into possession of the place at this time, and he found that such a building was necessary in order to house his twenty-five faithful slaves. The exterior of this interesting building has remained almost unchanged, and the old "out-kitchen," as it was called, is still carefully preserved. The interior is now used by the caretaker and for meeting places for societies, while the basement, used as a dairy after the year 1800, now contains a steam heating plant for the main part of the establishment.

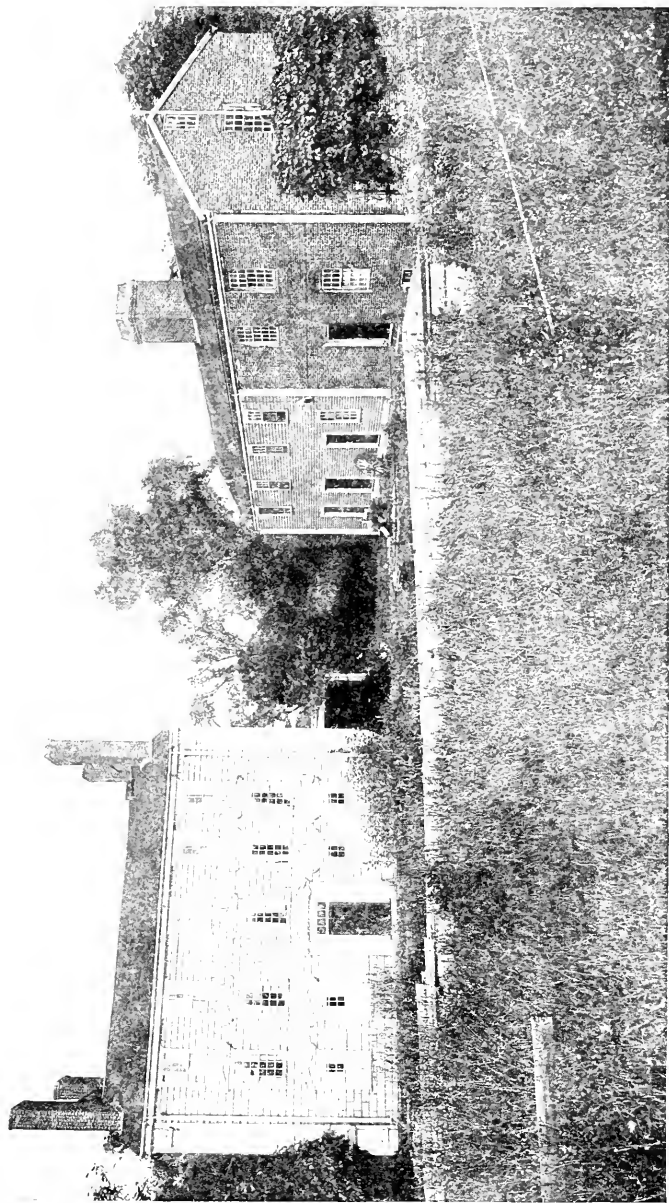
Isaac Royall, for whom the house is named, gave a tract of land to Harvard College, the proceeds of which were used in accordance with his will to found the Royall Professorship of Law, now the Harvard Law School. The Royall House was once the property of Francis Cabot Lowell, who was the founder of cotton manufacture in America.

The part of Medford upon which this house stands originally belonged to Charlestown. A picture of the house is on the following page.

THE CAPTURE OF LOUISBURG

The capture of Louisburg in 1745 was one of the most extraordinary military achievements of the New England Colonies. Louisburg, which was situated on the Island of Cape Breton, belonged to the French, who, realizing its strategic importance in the event of a possible invasion of New England, expended many millions of dollars in erecting fortifications.

Governor Shirley of Massachusetts had been told that a sudden attack on this fortress might succeed, and he at once decided to organize an expedition. Parkman in his history calls this undertaking "a mad scheme." A man called William Vaughan, who lived on the Damariscotta River in Maine, had been urging the attack for many years, as he feared that Louisburg might some day destroy his fish and lumber trade. Shirley talked the question over with him and determined to bring his proposal before the legislature.



From a photograph.

THE ROYALL HOUSE, MEDFORD.
Slave quarters on the right.

Taken for the book.

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He succeeded finally in obtaining a favorable decision by a majority of only one vote. Massachusetts furnished three thousand men, Connecticut and New Hampshire contributed five hundred troops, and Rhode Island loaned a ship-of-war. Colonel William Pepperell of Kittery, Maine, was chosen to command the expedition, and Roger Wolcott of Connecticut was commissioned Major-General and second in command. Colonel Pepperell very much doubted the success of the enterprise, as he had only one 24-gun frigate and twelve small vessels. Governor Shirley appealed to England for assistance, and three ships were despatched, which, however, arrived in Boston after Colonel Pepperell's vessels had left. They joined the attacking force at Louisburg and furnished much assistance.

The New Englanders effected a landing on the first of May and laid siege to the town at once. Vaughan on the next day led four hundred men back of the hills where he succeeded in setting on fire some naval stores. Nearby the French had a battery of thirty guns, and when the defenders saw the clouds of smoke they became panic-stricken and fled without firing a shot. Vaughan's men of course took possession, turning the guns against their former owners. The capture of this battery was good fortune and helped to decide the fate of the fortress. In a few days some British vessels arrived upon the scene, and the combined forces prepared a thousand scaling ladders for a grand attack. The Frenchmen became discouraged at these preparations and so surrendered on June 17. The world could not believe that Louisburg had fallen. New England celebrated the event with great enthusiasm. Colonel Pepperell was made a baronet, the only native American who ever received this appointment. Louisburg Square was named to commemorate this victory, but the two statues, one of Aristides and the other of Columbus, one at each end of the Square, are in no way connected with the Louisburg expedition.

GOVERNOR BERNARD'S GRANT OF MOUNT DESERT ISLAND

In 1760 and 1761 many families emigrated to the Maine Coast and land was given to them. Francis Bernard, Governor of Massachusetts, who came here in 1760, showed a great interest in the movement. He was interested not only in the lands as an investment but wished to hold the province of Maine for his State. He was not well off, had many expenses at that time in the service of the government, and so petitioned the Massachusetts legislature for some of the lands of Maine to cover expenses. In 1762 he was granted one-half of the island of Mount Desert for "his extraordinary services." This suited well his desires as it gave him part of the lands which he wanted to unite into a new township east of the Penobscot. In September of this same year the Governor visited his new possessions, with the idea of trying to promote the settlement of the island. He set sail with a large suite and sent ahead his two surveyors, Nathan Jones and Borachias Mason, whose maps and data are still in existence.

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Governor Bernard's diary gives an exact record of his trip and describes how he first saw the mountains of Mount Desert as he sailed past Fox Island. They anchored in South West Harbour. He describes also how they discovered Somes's log house at the head of the Sound by the same name. Somes was one of the pioneer settlers of Mount Desert, coming from Gloucester. On his return voyage Bernard mentions passing Isle au Haut and Matinicus, landing at Portsmouth. His papers in the Harvard College Library give a detailed description of Mount Desert.

He tried to encourage settlements in every way and laid out plots of land in South West Harbour, which he offered for sale. Here he also made his quarters, built some houses, and started a mill.

He had not yet received a confirmation of his grant by the authorities in England, and he therefore resolved in 1764 to appeal to the King in a very complete document. He received a favorable reply and immediately sent his agent, Joseph Chadwick, who mapped the island and gave accurate descriptions, all but the map having been preserved. Bernard's plans were, however, interrupted by the Stamp Act riots just before the Revolution. His recall came the following year, and he departed amid the pealing of bells and the roar of artillery. The Liberty Tree was also decked with flags, and midnight bonfires were kindled on Fort Hill. On his return to England he was knighted.

Bernard was a benefactor of Harvard College and a country gentleman. Although he lived opposite Jamaica Pond it is said he attended services in Brookline because they were shorter than at Roxbury. In his will he bequeathed his property in Mount Desert to trustees, for his son John, who after a long contest, owing to the fact that his father's property had been confiscated, finally obtained title to it.

THE FIRST STAGE-COACH LINE OUT OF BOSTON

"Long ago, at the end of the route,
The stage pulled up, and the folks stepped out.
They have all passed under the tavern door—
The youth and his bride and the gray threescore.
Their eyes were weary with dust and gleam,
The days had gone like an empty dream.
Soft may they slumber, and trouble no more
For their eager journey, its jolt and roar,
In the old coach over the mountain."

The first public stage-coach line from Boston was established in 1763 by Bartholomew Stavers, who had his headquarters at the Sign of the Lighthouse in the North End. The starting-point was in Charlestown in order to save the trouble of ferrying, and the coach ran to Portsmouth, New Hampshire. His conveyance was called the "Portsmouth Flying Stage-coach" and was built to carry "six persons inside, each person to pay 13 shillings and 6 pence sterling



From a print.

Collection of Bostonian Society.

AN OLD STAGE-COACH OF THE EARLY DAYS.

to Portsmouth, and 9 shillings to Newburyport; to set out every Friday morning, between six and seven o'clock; to put up at inns on the road, where good entertainment and attendance will be provided for the passengers in the coach. Returning, to leave Portsmouth every Tuesday morning." The owner also announced that, as this was a convenient and genteel way of travelling and much cheaper than hiring carriages or horses, he hoped gentlemen and ladies would encourage the same. This first stage line was regarded with much astonishment, and its establishment was looked upon as a great achievement, and it may be imagined that no railway was later greeted with more enthusiasm than was the opening of this first stage-coach line between Boston and Portsmouth. Of the comforts of Mr. Stavers's equipage the least said probably the better, for the coaches of ye olden time have been likened to everything from a distiller's vat to a diving bell, with sundry violoncello cases "hung equally balanced between front and back springs" in between. The motion has been said to resemble "a ship rocking or beating against a heavy sea, straining all her timbers with a low moaning sound as she drives over the contending waves." Nevertheless, in spite of discomforts New England folk would travel, and there must have been a certain elation in arising in the dim hours of the morning, partaking of a hot, fragrant, frugal breakfast, hearing the bustle and preparations, neighing of horses and calls of men in the tavern-yard, and setting forth on a long journey before dawn. There was the break in the monotony of things when horses were changed at a tavern farther on in the journey, the unmistakable interest when bits of news were related as the horses were harnessed, the gathering of loungers and village folk about the stage-coach, the crack of whips when the journey was again resumed, and at the end of the seemingly interminable journey the welcome and warmth of a good tavern where famished travellers might refresh themselves.

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The next "stage-chaise" ran between Boston and Salem, and only a few years later another line was started to Marblehead by Edward Wade, who might be "spoken with at the widow Trefry's in Fish (North) Street." In 1814 a stage-coach line was put into operation between Boston and New York, which ran every three days. Longfellow, when he visited the Wayside Inn in 1840, wrote that "The stage left Boston about three o'clock in the morning, reaching the Sudbury Tavern for breakfast, a considerable portion of the route being travelled in total darkness, and without your having the least idea who your companions might be." The accidents, however, are described as being very few and rarely fatal. When the railroads were first started there were some serious accidents, which caused one of the older Bostonians to remark: "You got upset in a coach, and there you were! You get upset in a rail-car—and, damme, where are you?"

The stage-drivers, in addition to their regular duties, frequently attended to the shopping orders of the people who lived along the line. One old driver in Ayer, Massachusetts, bought bonnets for most of the women on his route, and he always bragged that he used to purchase a great many but never two alike, and that he was the only one who could be trusted to perform this important task. The drivers insisted that they could change horses before the stage stopped rocking. The travellers as a rule were not so complimentary about their conveyance, as they often referred to the change as an exchange of prisons. Modern travel has its disadvantages and lack of picturesqueness, after all—and forever about the old stage-coach days will linger a breath of romance and the spirit of the fascination that accompanied the lumbering coach and joys and discomforts of the road.

THE FIRST AMERICAN TRAITOR

Dr. Benjamin Church has the dishonorable distinction of being the first traitor to this country, and as he has no descendants in New England to-day so far as can be learned, a sketch of his unworthy career may be ventured upon. Church came of a very distinguished family, was a graduate of Harvard College, an excellent surgeon, and posed previous to the Revolution as one of the leading patriots of Massachusetts; he was a member of the famous Committee of Safety and even delivered an oration in the Old South Meeting-house on March 5, 1773, the anniversary of the massacre. It afterwards developed that even ten years before this time he had been in secret correspondence with Governor Hutchinson. In 1774 Paul Revere wrote that he was surprised to find the secrets of the Vigilance Committee had been made known immediately to General Gage although every member of the committee had sworn to keep its proceedings secret. At the outbreak of the Revolution he was attached to a large army hospital, and it was while there that he was detected in secret correspondence with General Gage. He had

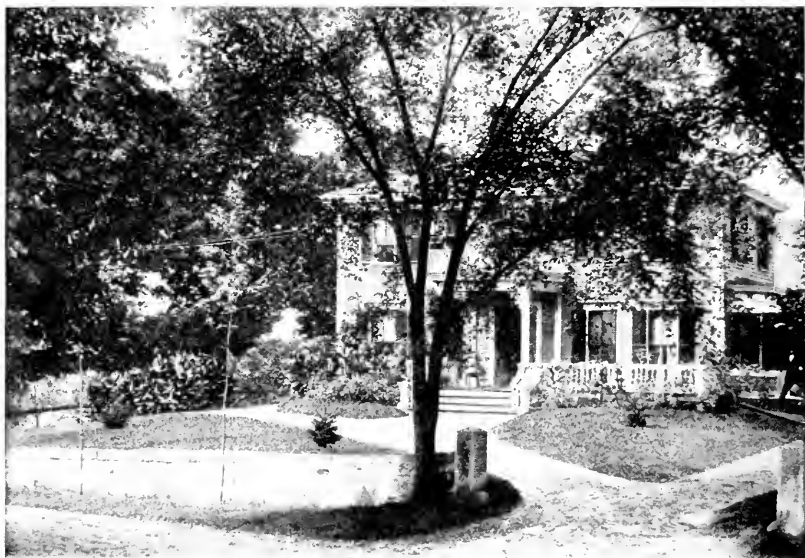
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intrusted a letter in cipher to a woman to be taken to the British commander. The woman was captured and Church's treachery discovered. He was brought before a council over which Washington presided and on being questioned practically admitted his guilt. He was found guilty but was remanded for the General Court. At the trial held in Watertown the court-room was crowded. The defence claimed that the letter was written to Church's brother, and Church himself declared that no one had a greater love for America than he. Nevertheless, on very clear evidence he was found guilty and condemned to the Norwich jail in Connecticut, where his health soon failing he was allowed to leave the country. He set sail for the West Indies, and his ship was never again heard from.

While in confinement in the Jonathan Belcher house on the corner of Brattle and Hawthorn Streets, Cambridge, he carved on the door of a closet his name, "B. Church, Jr." The marks can still be seen, although their meaning was not understood until fifty years had elapsed.

CAPTAIN MUGFORD'S CAPTURE OF THE BRITISH SHIP "HOPE"

A hero of the Revolutionary War of whom we rarely hear is Captain James Mugford of Marblehead. He had been impressed on a British frigate, and while on board he heard the crew talking about a powder-ship soon to arrive from England. His wife obtained his release by giving as an excuse that they had been only recently married and that she needed him for support. Without waiting for a commission he boarded a fishing-smack called the "Franklin," shown as a frontispiece, and cruised up and down the bay waiting for his prey. Soon the "Hope" appeared, whereupon the innocent-looking fisherman sailed up alongside. Suddenly the daring Captain Mugford grappled the English store-ship, called to his crew below decks, and, boarding the "Hope," sailed off to Boston with her as a prize within sight of His Majesty's fleet then anchored in Nantasket Roads. The prize-ship contained powder and arms worth over a million dollars to the Yankees, the powder being especially valuable owing to the fact that Washington's army was very short of it at that time. Without any doubt this incident of May 17, 1776 was one of the most important events of the war. Two days later Captain Mugford while sailing the "Franklin" through Shirley Gut was attacked by some British ships and a furious battle ensued, during which he was killed. As he fell back into the boat one of the crew inquired if he were wounded, whereupon he replied, "Yes, but don't let the enemy know the situation, and if I die act as if I were alive and am still commanding." He then expired. His men beat off the enemy and sailed back into Marblehead Harbour where the captain was buried with military honors.



From a photograph.

Taken for the book.

HOUSE OF DEBORAH SAMPSON GANNETT, IN SHARON.

Mrs. Gannett was the only woman in Massachusetts who enlisted in the Revolutionary Army.

A SHARON WOMAN ENLISTS IN CONTINENTAL ARMY

Mrs. Deborah Sampson Gannett of Sharon, Massachusetts, has the distinction of being the only woman of this state who enlisted as a regular soldier in the Revolutionary Army, and the proof of her service can be found in the resolutions of the General Court of Massachusetts under date of January 20, 1792, which show that she served under the name of "Robert Shurtleff in the 4th Massachusetts Regiment" and that she was "entitled to receive as pay £34 and interest."

She was led to enlist either on account of the frequent wooing of a lover for whom she did not care or owing to the death in the battle of Long Island of her real lover. At any rate she left home to enlist the night she heard of her lover's death. She enlisted at Bellingham for three years and was sent to West Point. Her brother and sister travelled hundreds of miles to find her, and the former actually chanced to see her in the ranks though he could not recognize her. She knew him and decided to write home to her mother and tell her she was safe, but she did not divulge her occupation. The letter was unfortunately intercepted. She was in the battle of White Plains, taking part in the bloody bayonet charge, and was shot through her clothes three times. She worked on a battery at Yorktown and was known as the "blooming boy" so fresh was her appearance. She proved an excellent soldier and good at all kinds of work. She

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later received two wounds, but extracted a bullet from her thigh with a penknife and needle before the surgeon arrived.

General Patterson selected her as his waiter, in which position she proved especially efficient. She soon fell ill and became unconscious. Dr. Bana then discovered her identity, but he did not then divulge the secret.

A Baltimore woman once fell in love with her and addressed letters to her while she was in prison and sent money and presents to her, all of which was exceedingly annoying. While performing duty near Baltimore she was captured by the Indians. She killed the savage who stood guard over her, and it seemed as if she would be left to perish in the wilderness. She therefore wrote to her admirer, signing the letter "Your own sex." After long wanderings she rejoined her regiment. Dr. Bana, however, had only been delaying her undoing, and he gave to her a letter to take back to her General which disclosed to him her secret. General Patterson, however, only commended her for her services and made arrangements to have her conducted back safely to Massachusetts.

She married Benjamin Gannett after the War and lived the rest of her life in Sharon in a house which is still standing. In it are some of her relics, table, Bible, etc. In 1802 she made a successful lecturing tour and kept a diary of it. Her grave in Sharon is still preserved, and a street is named after her. She is the heroine of this little town.

WASHINGTON'S VISIT TO BOSTON IN 1789

The autumn after Washington's election to the Presidency he made a tour of the New England States that had ratified the Constitution. On his arrival at Boston Neck he was met by the Selectmen and the sheriff representing Governor Hancock, but not by the Governor himself. A quarrel ensued here over the control of the procession, and Hancock's officials threatened "to make a hole through" the town officers. There was such a delay and the weather was so raw and chilly that many of the onlookers caught what was known for many years as the "Washington cold." The President in his Continental uniform rode through Orange, Newbury, and Marlborough Streets, all of which now form Washington Street, arriving at the State House for the ceremonies. Still Hancock was not to be seen, and added to the coldness of the occasion a cold dinner awaited the distinguished guest, which finally, however, the landlord improved upon by managing to procure an excellent fish at the last moment. Washington was much provoked that the Governor of Massachusetts refused to pay his respects to him and wrote in his diary, "Having engaged yesterday to take an informal dinner with the Governor to-day, but under full persuasion that he could have waited upon me as soon as I should have arrived, I excused myself upon his not doing it, and informing me through his Secretary

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that he was too much indisposed to do it, being resolved to receive the visit." The following amusing letters were then exchanged:—

"The Governor's best respects to the President. If at home and at leisure the Governor will do himself the honour to pay his respects in half an hour. This would have been done much sooner had his health in any degree permitted. He now hazards everything as it respects his health, for the desirable purpose."

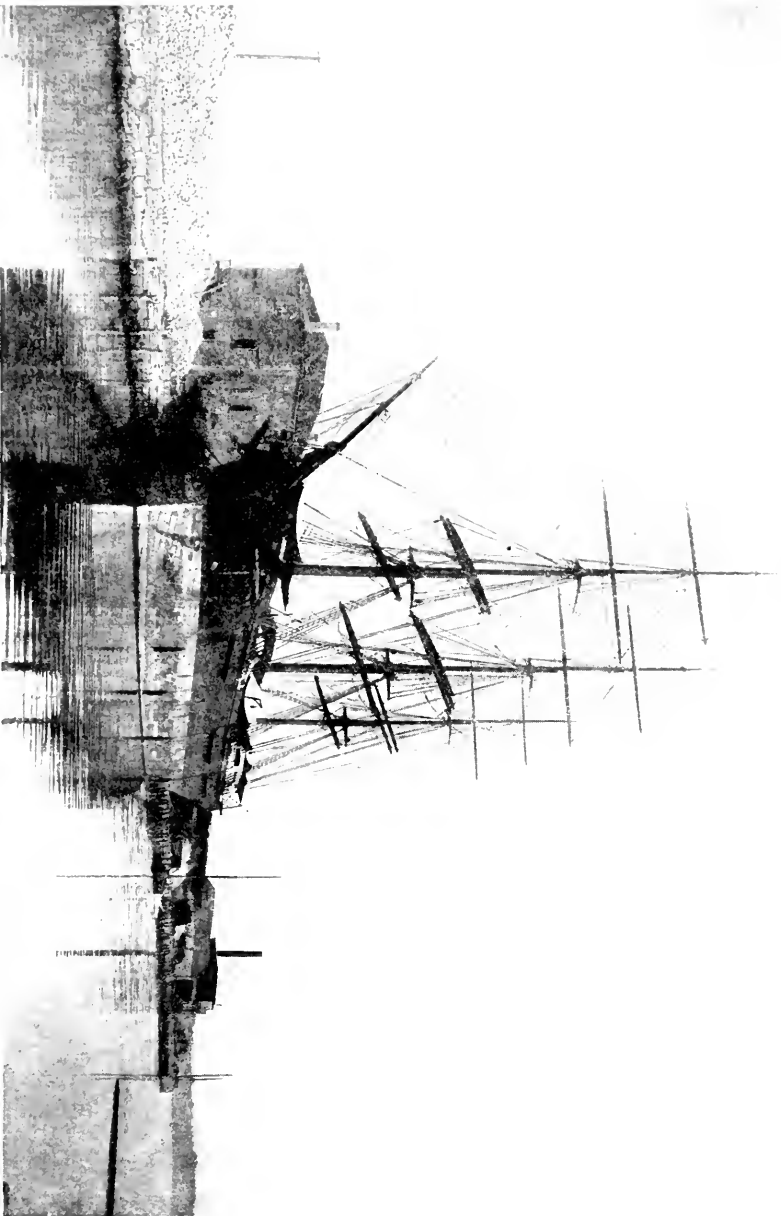
The following answer was sent back at once:—

"The President of the United States presents his best respects to the Governor, and has the honor to inform him that he shall be at home till two o'clock. The President need not express the pleasure it will give him to see the Governor; but at the same time, he most earnestly begs that the Governor will not hazard his health on the occasion."

It looked as if the President's visit would end most disagreeably, but on the following day Hancock realized his mistake, and caused himself to be swathed in red flannels as a victim of gout, and carried on the shoulders of two men into Washington's drawing-room, where tea was served. The President appeared most concerned over the inconvenient (or "convenient," as was thought by many) attack of gout, and the misunderstanding between the two dignitaries was brought to a close. Without doubt Governor Hancock made use of his infirmity as an excuse for not having at once visited Washington. Mrs. Hancock always assured her friends that her husband had a real attack of gout and that Washington shed tears when he saw the servants bringing the helpless man into his presence. Governor Brooks and many others thought differently, although the exact truth will never be known. The visit was returned by the distinguished General and peace again reigned.

THE NEW AMERICAN PRACTICAL NAVIGATOR

In 1802 Dr. Nathaniel Bowditch, who was born in Salem in 1773 and died in Boston in 1838, published his "Practical Navigator," which from that day to this has been used by every shipmaster of this country and by most of the sailors of other English-speaking nations. It was not his intention to edit it in his name, but as he found over eight thousand mistakes in the book on navigation issued by J. Hamilton Moore, which E. M. Blunt, a publisher of nautical books in Newburyport, asked him to correct, he finally decided to affix his own name to it. One mistake alone in Moore's work made a difference of twenty-three miles, and is known to have caused the destruction of several ships. It is amusing to notice the prefaces written by the two authors. The earlier work by Moore says that the publisher "sells no sea-books, charts or instruments but such as may be depended on; consequently he excludes all those old inaccurate publications, the depending upon which has often proved fatal to shipping and seamen." The later publication says that "the author does not absolutely assert that the tables are entirely cor-



From a picture.

DERBY WHARF, SALEM.

Collection of Peabody Museum, Salem, Mass.

Where many noted Salem ships unloaded their cargoes. The wharf was lined with warehouses in which were stored valuables collected

rect, but feels conscious that no pains have been spared to make them so." This statement was more modest than it need be, for his book has been pronounced "second to no work of man ever published," to use the words of Daniel A. White, who wrote a eulogy on the life of the celebrated mathematician. The "Navigator" contains the results of experiences on his voyages, and employs simple formulas for working out nautical problems. Dr. Bowditch sailed always as clerk, supercargo or master with Captain Prince of Salem, and he spent most of his time at sea reading and working out problems. The first ship he sailed on was owned by the well-known merchant, Elias Hasket Derby. On his fourth voyage, when his vessel arrived at Manila the Captain was asked by a Scotchman named Murray how he managed to find his way into the harbour by dead-reckoning. His answer was that he "had a crew of twelve men, every one of whom could take and work a lunar observation as well, for all practical purposes, as Sir Isaac Newton himself, were he alive." Murray was so surprised at this statement that he decided to go down and inspect the ship and her learned crew. He soon discovered that Captain Prince was right, and he is quoted as saying "there is more knowledge of navigation on board that ship than there ever was in all the vessels that ever floated in Manila Bay." An amusing anecdote is related in connection with "Cleopatra's Barge," owned by George Crowninshield, when she arrived in Genoa in 1817. A visitor came on board, whereupon the Captain pointed to one of his men and remarked that he was a pupil of Nathaniel Bowditch and really navigated the ship. The visitor was surprised to find how much he and the other seamen knew about navigation and was told that even the cook could figure longitude. This individual, who was colored, was thereupon summoned on deck, appearing in a white apron, a chicken in one hand and a butcher's knife in the other, but he was nevertheless able to answer all the questions put to him. To sail with Dr. Bowditch resulted in sure promotion, and on this fourth voyage the whole crew of twelve men subsequently attained the rank of first or second officer. The "Navigator" made him known throughout this country and many others, and rarely has one treatise ever gained so much popularity for its author. The London *Athenæum* said, "It goes, both in American and British craft, over every sea of the globe, and is probably the best work of the sort ever published." It is all the more remarkable when one realizes that Dr. Bowditch accomplished so much while handicapped by extreme poverty. His ancestors who came to Salem in 1639 had been nearly all of them shipmasters. His father Habakkuk, who was a cooper, was so poor at one time that he had to be helped by the Salem Marine Society. His son Nathaniel, however, would not allow poverty to interfere with his desire for learning; in fact, he believed the hardships he endured were actually of assistance to him by making him work all the more conscientiously. He used to enjoy the story of the mathematician who had just inherited much money, whereupon a friend of his remarked: "Ah! I am sorry. You are too rich. You

must give up mathematics." The author of the "Navigator," who at the age of only twenty-five was the best mathematician in New England, for many years wore summer clothes every winter and often had to sit down to a dinner consisting only of a few potatoes.

When he went to school at Danvers he was so young that the teacher would not let him study mathematics until he had received the consent of his father. On one occasion he solved such a difficult problem that his instructor accused him of receiving help from one of the older students, and it was only the explanation of young Bowditch's elder brother that saved the brilliant student from punishment. Habakkuk Bowditch was obliged to withdraw his son from school, when only ten years old, and he took him into his cooper-shop. From here he entered the ship-chandler's store of Ropes & Hodges and then went to a Mr. Ward's shop where he remained until his first voyage in 1795. While in this last position a visitor, upon entering the store and seeing the lad studying, remarked that he would become an "almanac maker" if he kept on improving, this being to him the highest point one could reach in mathematics. During his youth he overheard his brother William mention that problems were often worked out by letters instead of by figures, and this first suggestion of algebra so excited his curiosity that he did not sleep a minute during the whole of the next night. Some years later, curiously enough, the scientific library of Dr. Richard Kirwan was captured in the English Channel by a Beverly privateer and was presented to an association in Salem which later became the Salem Athenæum. Some time afterwards an offer of remuneration was made to Dr. Kirwan, but he declined the suggestion, saying that he was pleased "his library had found so useful a destination." Dr. Bowditch never forgot how much he was indebted to this valuable collection of books.

He received the degrees of Master of Arts and Doctor of Laws from Harvard University, and was chosen president of the American Academy of Arts and Sciences and of the East India Marine Society. He was elected a member of the Edinburgh Royal Society and other societies in London, of the Royal Academy of Palermo, and of the Royal Academy of Berlin, and in this country he was elected to the American Philosophical Society of Philadelphia and the Literary and Philosophical Society of New York. He became president of the Essex Fire and Marine Society of Salem, and in 1823 moved to Boston, which he called "the home of his adoption," in order to take the position of actuary of the Massachusetts Hospital Life Insurance Company. Just before he left the city of his birth a farewell dinner was given to him, and it is doubtful if any man ever left Salem more regretted. Dr. Bowditch, as guest of the evening, was referred to as "the first of his countrymen in the walks of science," and it was declared that, "as the monarchy of France had done homage to her Laplace, so would the republic of America not be ungrateful to her Bowditch." Dr. Bowditch spent the latter years of his life in "peaceful mathematics," as he expressed it, dying in Boston at

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the age of sixty-five. During the last part of his life he suffered a great deal but was always cheerful. When the news of his death was received, most of the American ships in many parts of the world set their flags at half-mast, and many other tributes were paid to him in America and Europe. The Salem Marine Society in the resolutions passed on this occasion said: "In his death . . . not this community, nor our country only, but the whole world, has reason to do honor to his memory. . . . As long as ships shall sail, the needle point to the north and the stars go through their wonted courses in the heavens, the name of Dr. Bowditch will be revered as one who helped his fellow-men in a time of need, who was and is a guide to them over the pathless ocean, and as one who forwarded the great interests of mankind." Dr. Young in his eulogy says, "He was a Great Pilot who steered all our ships over the ocean; and though dead, he yet liveth . . . in the recorded wisdom of his invaluable book." There is a painting of him in the Salem Museum, an organization composed at one time only of masters and supercargoes who had sailed beyond Cape Horn or the Cape of Good Hope. Every member had to make a record of his voyage and deposit it on his return in the Museum. His statue is in the entrance hall of the Boston Athenæum, of which he was a trustee; there is still another painting in the Hospital Life Insurance Company.

When Dr. Young visited the house in which the Bowditch family lived in Danvers he inquired of the old woman what she knew about the previous owner, and she replied: "Oh, yes, he became a great man and went to Boston and had a mighty deal of learning. I believe he was a pilot and knew how to *steer* all the vessels." This was her confused idea of "The Practical Navigator."

The house in which he was born is still standing, although not exactly in its original position. It is in the rear of Brown's Court, where it was moved probably in the early seventies.

THE NEW ENGLAND GUARDS

The New England Guards was an organization formed in the War of 1812, and after the year 1860 was usually known as the "Fourth Battalion." As well as performing its usual State military duty it saw service in the wars of 1812 and 1861. The records of the company are preserved in the Bostonian Society, having been saved by great good luck from the fire of 1872, owing to the fact that they had been borrowed just at that time from the archives. The first recorded meeting was on September 3, 1812, and it was then announced that the Selectmen had given one of the rooms in Faneuil Hall for the use of the Guards as an armory. The "New England Guards" was officially organized later in the month, Samuel Swett being chosen captain, George Sullivan, lieutenant, and Lemuel Blake, ensign. It was provided that a fine be levied if a member left the town for over three months, and also for failure to report within six days of his return. The first parade was on November 19, 1815,

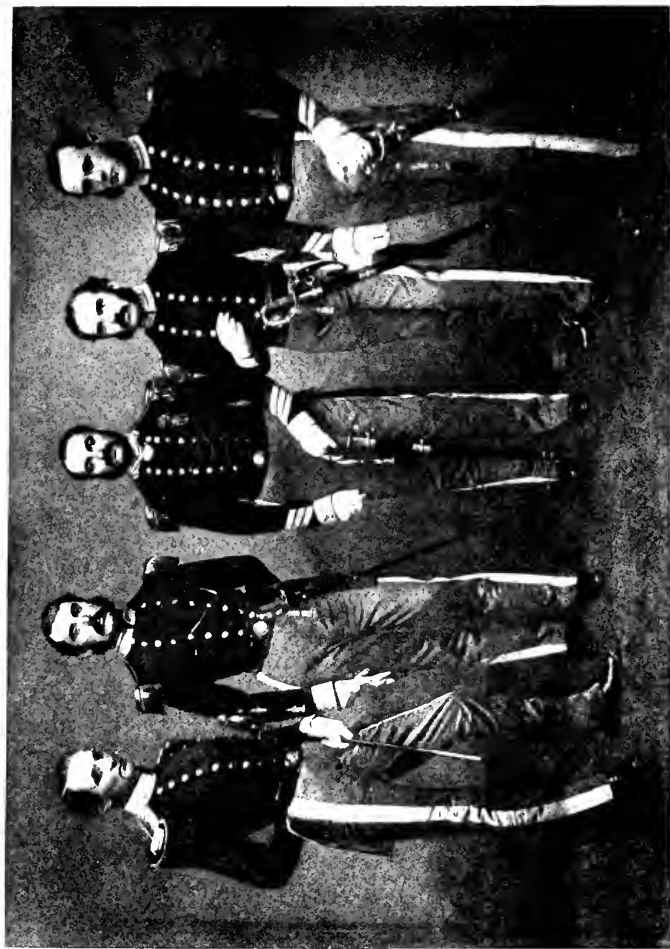
SOME EVENTS OF BOSTON AND ITS NEIGHBORS

the line of march of the *fifty-six* men being through State Street, Cornhill, Winter and Park Streets. The motto of the company was "Our Nation's Honour is the Bond of Union." The records of the organization are very voluminous and very neatly kept, although there are two mistakes that are very amusing. The expression "*tuck up the line of march*" is used, and when referring to a candidate it is mentioned that he was "admitted a member of the *corpse*." In 1814 the State legislature furnished the company with two cannons which were placed in the rooms of the Bostonian Society in 1880. They are inscribed, "Cast and mounted by order of the Board of War for the N. E. G. 1814." On February 18, 1813, the Guards escorted Commodore Bainbridge from Long Wharf up State Street to the Exchange Coffee House, and in the autumn of the same year the company encamped near the estate of the Hon. Peter C. Brooks in Medford. The record of this outing reads, "Thus having the honour to be the first military corps that has marched out of town with complete camp equipage . . . since the establishment of our Commonwealth." This custom was carried out almost every year but was not followed by other troops. A few years later the clerk of the company was so proud of the behavior of his comrades that he inscribed on the records, "Although several apple-trees were bending under the weight of their fruit in the immediate vicinity of the encampment, not one of them was an apple lighter when we left." The encampment at Savin Hill, shown in the accompanying cut, was in honor of Lafayette, who made it a visit, and it was therefore called the "Lafayette Campaign." General Lafayette and the Governor of Massachusetts both tried their hand at target practice, and the Mayor and members of the City Government were also present. Seventy men were in camp here,—a large number for those days.

Another expedition of the New England Guards was to Barnstable to assist in the second centennial celebration of that town. Almost the entire company became seasick soon after passing Fort Independence but recovered in time for the procession. An oration followed, about which the company's scribe wrote, "As all things must have an end, so the services and oration were at length concluded." One of the toasts drunk was "The New England Guards: Cape Cod gives them to-day as friends what they are always prepared to give their country's enemies,—a warm reception."

The Guards also performed escort duty during the procession to Bunker Hill in 1825 when the corner-stone of the monument was laid. Ten years later a ball was given to the Company at the Norfolk House, which was attended by "the lovely beings whom nature has ordered to be the participators of man's joys and sorrows," the clerk (evidently an admirer of the fair sex) also inserting, "For although it must be acknowledged that champagne has *power*, it must also be acknowledged that it has not the *charm* of the musical voice of a beautiful lady."

In 1844 the Guards made a trip to Providence and New York and wore their bearskin caps for the first time. In their records is

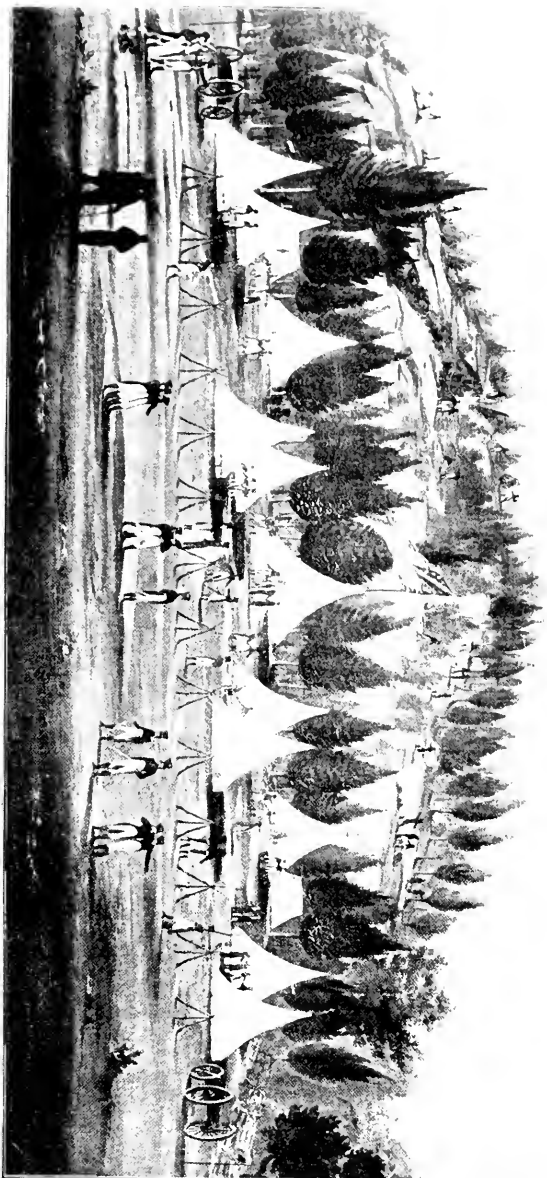


Mr. Lyman, Mr. Ritchie, Mr. Henshaw, Mr. Lytton, Mr. Lingce
 Staff Officers of the New England Guards.
 about 1856.

From a photograph.

SOME OFFICERS OF THE MILITIA IN 1856.

Courtesy of J. T. Linzee.



From a print.

ENCAMPMENT OF NEW ENGLAND GUARDS AT SAVIN HILL.

A CAMP OF MILITIA, SHOWING THE EARLY STYLE OF UNIFORMS.

Collection of Bostonian Society.

SOME EVENTS OF BOSTON AND ITS NEIGHBORS

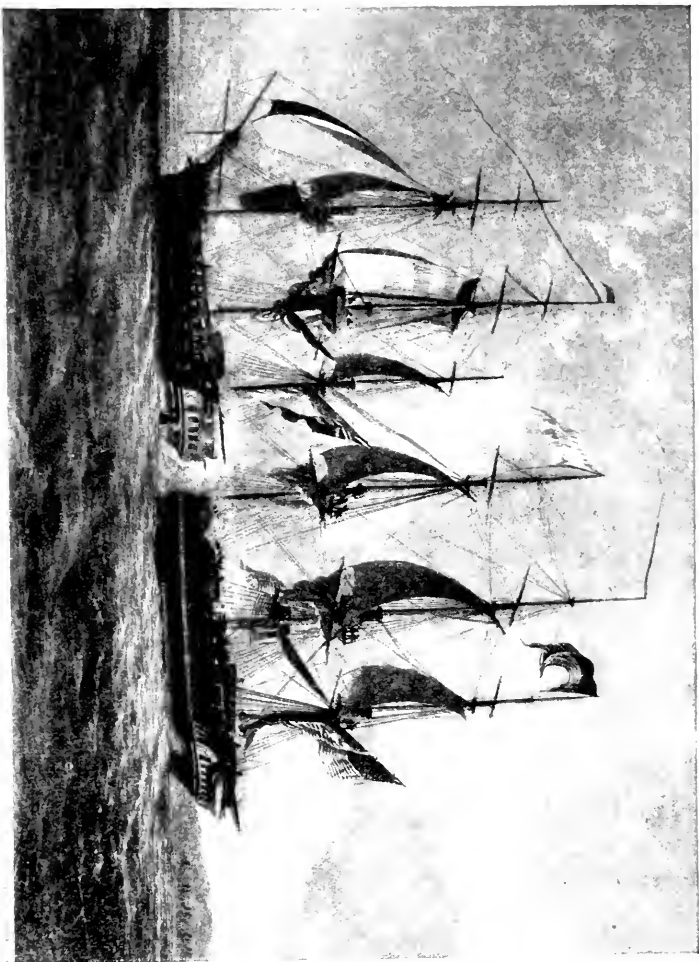
an account of a Rhode Island clam-bake given to them by the Light Infantry of Providence.

In August, 1856 the Hon. Robert C. Winthrop gave a brilliant ball for them at Nahant. The armory in Gray's Building on the southern corner of Washington and Summer Streets was dedicated on October 10, 1859, speeches being made by Mayor Seaver, General B. F. Edmands and Colonel Thomas C. Amory of the Cadets.

During the war the Guards, who now were part of the Fourth Battalion, were sent to garrison Fort Independence, but there is no list of those who served then. The New England Guards Reserve—composed of men who could not go to the front—was organized at the beginning of the war to take the place of the Guards who were able to go. The Guards became a part of the 24th Massachusetts, which was recruited by Mayor Thomas G. Stevenson, whose statue is at the entrance of the Hall of Flags in the State House. In 1862 Governor Andrew presented a flag to the Guards, and several years later the company dissolved.

The following is the epitaph of the New England Guards: "The only militia organization in the country which died from patriotism, most of its members capable of bearing arms having gone into active service in defence of the Nation's integrity."

Many people assembled on the shores of Hull, Nahant and Marblehead on the ill-fated day June 1, 1813, to witness the conflict between the British "Shannon" and the American "Chesapeake." It was about luncheon time, and many of the wives complained because their husbands dropped their knives and forks when they heard the roar of the guns just north-east of Boston Light. General Broke, the English commander, desiring to retrieve the defeat of the "Macedonian," "Guerrière," "Peacock" and "Java," sent a challenge to Captain James Lawrence, who had been recently transferred to the "Chesapeake," in which he said: "I request that you will do me the favor to meet the 'Shannon,' ship to ship, to try the fortune of our respective flags. . . . I will send all other ships beyond the power of interfering with us, and meet you whenever it is most agreeable to you. . . . I will warn you should any of my friends be too nigh . . . or I would sail with you, under a flag of truce, to any place you think safest from our cruisers, hauling it down when fair to begin hostilities. . . . You will feel it as a compliment if I say that the result of our meeting may be the most grateful service I can render to my country; and I doubt not that you, equally confident of success, will feel convinced that it is only by repeated triumphs, in even combats, that your little navy can now hope to console your country for the loss of that trade it can no longer protect." This was certainly a cold-blooded challenge, but a most fair and gallant one, and curiously enough was never received, as the "Chesapeake" sailed the morning the letter was sent.



From a print.

BATTLE BETWEEN THE "CHESAPEAKE" AND THE "SHANNON."

New York Public Library.

The American vessel had been unlucky, and Captain Lawrence had not yet sufficiently trained his crew. The wharves were thronged as he prepared for sea, and as he set sail a negro from Halifax recognized a friend on board and shouted: "Good-bye, Sam! You are going to Halifax sure before you come back to Bosting." He was promptly imprisoned. The "Chesapeake's" crew seemed despondent and complained of not having received their prize money, whereupon the commander ordered the purser to distribute checks.

It was a beautiful day when the "Shannon" started down the Harbour, looking for her rival. Suddenly she saw her with all sails set approaching from Marblehead. The "Chesapeake" bore straight away for the Britisher, and when within pistol-shot swung into the wind, and then ensued one of the bloodiest and most terrific combats between two ships-of-war. Many broadsides were fired, and then, as the American ship swung toward the "Shannon," General Broke and fifty of his men rushed on board and there took place a terrific hand-to-hand fight for the possession of the gangway, many of the "Chesapeake's" crew being finally driven into the hold. The English commander was severely wounded in the head, and, propped up against the gunwale, watched the remainder of the fight. In the short space of fifteen minutes the Yankee vessel had been hit 362 times, 61 of her crew had been killed and 85 wounded, while the English vessel had been struck by 158 shot, and 83 of her seamen were dead or disabled. Lawrence was mortally wounded. His friend Samuel Livermore of Boston, who accompanied him during this fight, attempted to avenge the wounding of his commander by shooting General Broke, but the shot just missed the mark. Lawrence from below heard the firing cease for a few moments, and sent his surgeon at once to urge the men to fight on, repeating: "The colors shall wave while I live. Don't give up the ship." To the dismay and surprise of the people on shore the English flag was seen at the masthead of the "Chesapeake." The Bostonians were so sure of a victory that they had prepared a banquet and Broke and his officers were to have been invited. Instead they had to watch their ship being carried away within sight of Boston Light, and those who came out in their vessels had to steer their way sadly back to Boston. The two ships then started for Halifax, their decks strewn with the dead and dying, the commander of one unconscious and the other dying. It was indeed a dismal spectacle. In one of Broke's conscious moments he inquired about Lawrence, and hearing he was so ill he sent his own surgeon to take care of him. But Lawrence died on the way to port; his victor, practically recovered, returned to England and was knighted. He died in 1841, being under the care of a physician all the rest of his life. Captain George Crowninshield fitted out the "Henry" at his own expense to recover Lawrence's remains, and succeeded in bringing them back to Salem, where the funeral was held. It was most impressive, among the pallbearers being Hull, Stewart and Bainbridge. The procession was led by John Saunders. Five traitors were discovered among the crew

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of the "Chesapeake." The American naval signals fell into the hands of the enemy in this fight, and Bainbridge, Decatur and Hull were appointed a special committee to select a new code.

LAFAYETTE'S MEETING IN BOSTON WITH COLONEL HUGER, WHO DESCRIBES HIS ATTEMPTED RESCUE OF THE GENERAL FROM THE AUSTRIAN PRISON

When Lafayette arrived in Boston in 1824 he said to Josiah Quincy, then aide-de-camp to the Governor: "There is one man in America whom I saw but for ten minutes, and this was thirty years ago; but I saw him under circumstances which engraved his countenance forever upon my mind. I count the moments till I can embrace my good friend, Colonel Huger of South Carolina." He was not disappointed, for the Colonel came North especially to meet the man for whom he had risked his life. Lafayette had been imprisoned by the Russians in an Austrian dungeon at Olmutz for expressing too openly his ideas on liberty and politics, and he was told he should never leave his filthy cell. A physician of the prison told the Austrian Government that Lafayette would soon die unless given purer air, but the reply came back, "No, he is not sick enough yet." Public indignation was finally aroused, and he was allowed occasionally to go out driving.

Colonel Huger related his extraordinary and thrilling adventure to a number of his friends in Boston. He was a child three years old when Lafayette, in order to avoid some British cruisers, landed on North Island in South Carolina, and by chance knocked on the door of his father's house, which was the first place in America at which he stayed. The next day the Frenchman departed to join the American Army. Many years later, just after Lafayette's arrest in Austria, a physician named Dr. Bollman was hired by some of Lafayette's friends to hunt up his whereabouts, and he discovered after a long search that he was confined at Olmutz in Moravia. Bollman succeeded in notifying the prisoner by means of a book sent in to him that an attempt would be made to rescue him, and just at this time he happened to meet Colonel Huger, to whom he told his plans. The two men decided to work together, and they set out at once from Hoff, which was near Olmutz. They then hid in the woods near the road from the prison, and soon a carriage approached in which were Lafayette and two guards. As neither of the rescuers knew the prisoner by sight it had been arranged by means of this same book that was passed into the jail, that Lafayette, to reveal his identity, should raise his hat and wipe his forehead with his handkerchief. As the carriage came nearer the signal was given and the two men followed along behind. Presently the prisoner alighted on the pretence of taking a little exercise, when suddenly he grasped the sword of the guard who was with him, Dr. Bollman and Colonel Huger galloping up at the same moment. This officer was overpowered, the other one returning at once to the prison for assistance. Lafayette

was hurried to a horse which had been brought here for this purpose, and as he rode away Colonel Huger told him to "Go to Hoff" where further preparations had been made for his escape. The General unfortunately misunderstood the directions for "Go off," and rode to Zagorsdorf. Consequently the plans miscarried. It was a very unlucky incident and resulted in the capture of all three conspirators, who were taken back to Olmutz and imprisoned separately, each one ignorant of the other's condition. Huger finally discovered that Dr. Bollman was in the room above him, and from Bollman Huger learned of the defeat of the plan of rescue. Lafayette had conveyed the news to Bollman by a message placed in an imitation carrot made of wood which Lafayette had hollowed out and placed in the prison soup-dish. A man who served as their interpreter obtained the release of Huger and Bollman, and just as they had passed the Austrian frontier an order for a new trial was received. It came too late, and their lives were probably saved by this small margin. Lafayette remained in prison three years after this attempt to rescue him, five years in all. He was told that his two friends had been captured and would soon be executed but was never informed of their release. A play was acted in New York at this time called "The Castle of Olmutz," in which Colonel Huger was the central figure. One of his admirers asked him if he were not the hero of the play, to which he replied: "Heroes are always married at the end of the play, and I am not so fortunate. I am represented, however, as desperately in love with the daughter of the Governor of the Castle, and I am left in the same unhappy situation at the end of the play. I have always had a particular aversion to romantic love-stories, and little thought that I should ever see myself figuring in one of them." While in Boston a lady expressed to him the admiration with which he was regarded by every one. "I simply considered myself the representative of the young men of America, and acted accordingly," was the modest reply.

THE BURNING OF THE URSULINE CONVENT IN CHARLESTOWN

Soon after the establishment of the Roman Catholic Church in Boston the Ursuline Sisters opened a convent, which they later moved to Mount Benedict Hill in Charlestown, now part of Somerville. This situation, with gardens, trees and beautiful lawns was most attractive. It was rumored that Mary St. John Harrison was being confined in the convent when she was desirous of leaving it. Also at this time a book appeared entitled "Six Months in a Convent," which was written by an ignorant pupil and contained many falsehoods. The reports were all unfounded, yet the people were so excited that they openly made threats to burn the convent and even posted in Charlestown placards announcing that the event would take place on a certain night. The authorities could not believe such a disgrace could happen, but on that same night, the 11th of



From a print.

Collection of Bostonian Society.

THE RUINS OF THE URSULINE CONVENT IN CHARLESTOWN

August, 1834, a mob consisting chiefly of a guild of Boston truckmen, assembled on the grounds and a bonfire was then lighted as a signal that the event was about to take place. The Superior of the convent, Mrs. Moffatt, when notified to leave the building, rushed out on the balcony and ordered the men to disperse, adding "for if you don't the Bishop has twenty thousand Irishmen at his command in Boston who will whip you all into the sea." These remarks sealed the fate of the institution, and the work of destruction began. The furniture was broken and destroyed and the convent set on fire. Nothing remained except the bare walls, and these stood for forty years as an example of the only destruction in Boston of a religious institution by a mob. The firemen from the neighboring towns hurried to the scene but would take no part in subduing the flames. Colonel Thomas C. Amory, the chief engineer of the Boston Fire Department, went to Charlestown at the first alarm and did all he could to persuade the firemen to stick to their duty. His efforts were well-nigh useless, nor did the local authorities have any better success.

A meeting was called in Faneuil Hall, and Otis and Quincy made speeches denouncing the burning as "a base and cowardly act," and the Mayor appointed a committee to investigate the affair and to bring the offenders to justice.

It looked as if there would be a riot in Boston the day after the burning, but Mayor Lyman by a clever ruse prevented a serious conflict between the rioters who were carrying some trophies from

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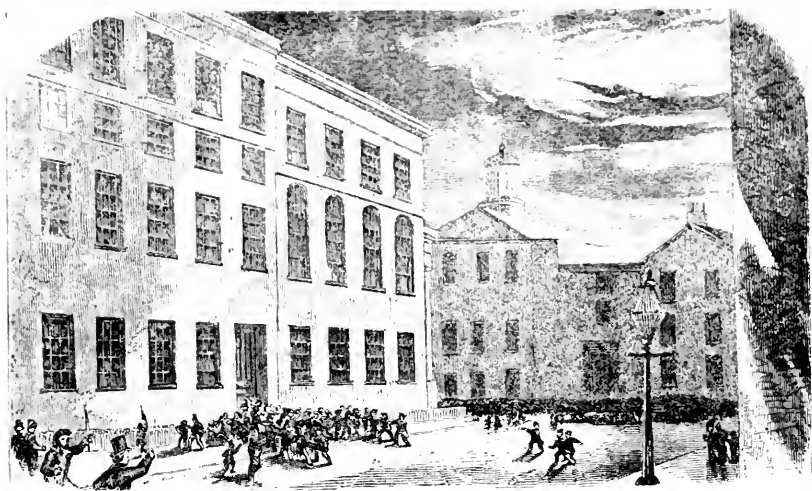
the convent and a band of Irishmen organized for the purpose of attacking the plunderers. The Mayor sent for the leader of the band which was to lead the procession of rioters and said: "You are to play at the head of the procession. The militia are under arms. They will fire. You are a stout man and will surely be shot!" Immediately the band-master informed his friends that he had decided not to play, and their ardor was so dampened that only a few paraded across Charlestown Bridge towards Boston. Here the Mayor had stationed a man on horseback, who on seeing the procession approach galloped off post-haste. "He is going for the military!" they cried, and the mob dispersed. Several persons were arrested and tried, Chief Justice Shaw and Governor Davis of Massachusetts doing all in their power to punish the offenders. Unfortunately it was impossible to obtain sufficient proof against any of them and they were therefore acquitted.

Mount Benedict is no more, the hill having been razed some years ago.

THE TRIAL AND RENDITION OF ANTHONY BURNS

So great was the interest in Anthony Burns that P. T. Barnum, the showman, offered him \$500 after freedom had been given him, if he would tell his story on the platform for five weeks. The offer was promptly rejected. Burns's extradition from Boston was the most memorable of the "fugitive slave" cases in New England. Great excitement was created, much expense entailed and serious questions of law were brought up. It was only a few years before that the fugitive Sims had been returned to the South, and another slave, Shadrach, had been arrested and finally escaped.

Burns came to Boston and found employment in a clothing store on Brattle Street. While leaving this shop on the 24th of May, 1854, he was arrested by a man named Butman, whose business it was to hunt fugitive slaves. Butman told him he was charged with theft. Six or seven other men then rushed out to assist in the capture, and they carried Burns to the Court House before the United States Marshal, E. G. Loring. Only now did it begin to dawn upon the unfortunate prisoner that he had been arrested as a fugitive slave or, even worse, as a runaway. In a few moments his former owner, Colonel Charles F. Suttle, and the latter's agent, both from Alexandria, West Virginia, appeared, the former greeting the prisoner sarcastically as "Mr." Burns. The Colonel asked him if he had not given him money when he needed it, to which Burns replied that he had always received from him twelve and a half cents once a year. During the night Burns was obliged to fast, in the mean time watching his armed guard of eight men indulging themselves in luxuries. After a small breakfast he had to appear in court. The papers knew nothing of his arrest, and it may have been the intention of the authorities to hold the examination and remove the prisoner before any rumors got abroad. It happened, however, that R. H.



NIGHT ATTACK ON THE COURT HOUSE.

From a print.

"Anthony Burns," by Charles Stevens.

NIGHT ATTACK ON THE COURT HOUSE IN WHICH ANTHONY BURNS WAS TRIED.

Dana, Jr., the well-known lawyer, and author of "Two Years before the Mast," was passing the Court House at the time set for the examination, and he went inside and offered his services to Burns, who replied, "It will be of no use: they have got me."

The news of Burns's arrest spread rapidly, though no active interest was taken except by the Vigilance Committee, which was composed of some of the best-known men of Boston. It was organized to assist slaves from falling into the grasp of the law, to rescue them, if possible, and to prevent slaveholders from recovering their lost property. This Vigilance Committee determined that Burns should never be taken back to Virginia. Several plans were discussed. It was decided that a public meeting should be held at Faneuil Hall, and seven men pledged themselves to leave the meeting and to attack the Court House in an attempt to rescue Burns. Notices in the papers, and placards, succeeded in filling the hall. Samuel E. Sewall called the people to order, and George R. Russell, ex-mayor of Roxbury, presided. Robert Morris, a colored lawyer, and Dr. Henry I. Bowditch, son of the mathematician, acted as secretaries. The presiding officer started his address by saying that it was the boast of the slaveholder that he would call the roll of his slaves on Bunker Hill. Wendell Phillips and Theodore Parker also made speeches, the latter declaring: "There is no Boston to-day. There was a Boston once. Now there is a north suburb to the city of Alexandria." As he closed his remarks a roar burst forth, "To the Court House!" "To the Revere House for the slave-catchers!" It was moved to

adjourn to Court Square, but only six of the seven pledgers turned up prepared to carry out their threat. Nothing daunted they collected some friends and numbering twenty-five began their attack on the Court House door, armed with revolvers, axes and butcher knives. A large piece of timber was used as a battering-ram, and chiefly through the courage and determination of the Rev. Thomas Wentworth Higginson, whose ancestry goes back to Governor Endicott, the door was forced. The people in the street in the mean time shouted encouragement, throwing stones and even shooting at the windows. In the attack one of the Marshal's aides was killed. Mr. Higginson, much to his surprise, found himself alone inside the Court House in the midst of numerous soldiers. He yelled "Cowards!" to his friends, two of whom, Seth Webb, Jr., and Lewis Hayden, managed to squeeze their way in. Colonel Suttle in the mean while made a hasty exit by the east door, leaving his "property" to be defended by others. Burns's keepers in the upper story gave up card-playing temporarily and crouched thoroughly frightened in the farther corner of the jury-room, which was used as a prison, it having been ruled that fugitives could not be confined in a Massachusetts jail. Both the State and the United States troops were called out to preserve order. As Mr. Higginson remarked, "It was one of the best plots that ever failed." Steps were now taken to secure Burns's release by legal process through the Writ of Personal Replevin, which demanded a verdict as to whether or not the prisoner was righteously restrained of his liberty. It was the opinion of Sewall and Bowditch that Burns should be taken out of the hands of the Government even if force were necessary. The anger of the people had now risen to such a pitch that Colonel Suttle moved into the attic and furnished himself with an armed guard. His sojourn in Boston was made even more miserable by four or five negroes who kept watch unceasingly beneath his windows with the special purpose of intimidating him. He finally became so alarmed that he decided to sell his slave, naming \$1,200 as his price. The Rev. Mr. Grimes, pastor of a church for colored people and also of a church for fugitive slaves, both in Boston, came to the rescue, obtained the necessary funds, chiefly through the help of Hamilton Willis, a State Street broker, and attempted at a prearranged meeting with Colonel Suttle to put through the sale. The papers had been drawn, and even a carriage was at the door in which to remove Burns, when District Attorney Hallett objected on account of the Government's expense in connection with the case. Another meeting was arranged, but only Mr. Grimes appeared and the question of sale had to be dropped.

The trial took place in the Court House, which was guarded like a fortress; firearms were pointed out of the windows, all entrances except one were guarded, and only persons known to be favorable to the Government's cause were allowed in, even Mr. Dana himself being refused admission for a long time. C. E. Stevens, who wrote a history of Anthony Burns, said that "never before, in the history of Massachusetts, had the avenues to a tribunal of justice been so ob-

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structed by bayonets." The prisoner was guarded by seven or eight hard-looking characters with pistols only half concealed from the spectators. Burns's counsel, Ellis and Dana, objected to the arms, but were overruled by the Court. Dana in his remarks said that the slums of the city had never been so safe as all the scoundrels in Boston were in the Court Room. He was assaulted and knocked down some days later for these violent words. The family has a large tray which was given to Mr. Dana for his services; also the family possesses the original piece of paper from which he made his address.

Contrary to the popular belief that the verdict would be favorable to the prisoner, the Judge ruled that he should be returned to his master. How to accomplish this was the next consideration. General Edwards was chosen to command the troops. He assembled them on the Common, supplied each man with eleven rounds of ammunition and took care to have each one load his gun in the presence of the spectators. Burns was marched down State Street guarded by three battalions of infantry, the 5th Regiment of Artillery and the Corps of Cadets, while the bystanders groaned and hissed. Many windows were draped in black, one near the Old State House having hung from it a black coffin with the words "The Funeral of Liberty" on it, and farther on was suspended across the street an American flag draped in black and Union down. Many of the troops drank heavily before the day was over, and towards afternoon some were found singing a chorus of "Oh, carry me back to Old Virginny."

After Burns's embarkation effigies were burned throughout New England for many days. A steamer at Long Wharf conveyed the unfortunate negro back to a traders' jail in Richmond, where his hands were handcuffed behind his back most of the time. He remained there for four months, the "Boston lion," as he was called, offering amusement for the hundreds of people who came to see him. He was removed from prison and sold by Colonel Suttle for \$905, and later his freedom was purchased by Mr. Grimes for \$1,300. He returned to Boston and spoke at Tremont Temple and many other places. He spoke well, for he had received a good education and had been approved in the South as a minister to preach to the colored people.

A Southern editor wrote, "We rejoice in the capture of Burns, but a few more such victories and the South is undone." Burns was the last slave returned.

Dr. Bowditch described the society now formed, called the Anti-Man Hunting League, which actually practised kidnapping one of its members in order to learn how really to do it should the occasion arise.

THE PRINCE OF WALES BALL OCTOBER 18, 1860

“Long may the Prince abide,
 England’s hope, joy, and pride;
 Long live the Prince;
 May England’s future king
 Victoria’s virtues bring
 To grace his reign—
 God save the Prince.”

—*Written at time of the Prince’s visit.*

The scrap-book of some Boston family probably contains the dance card of the Prince of Wales which a lady stole to preserve as a memento of the great ball given on October 18, 1860, in the Boston Theatre, on the corner of Court and Hanover Streets. Bostonians endeavored to have this ball outshine in splendor the one given by the New Yorkers, and from all accounts they were successful. The decorations were quite wonderful, a large picture of Windsor Castle being specially admired by the visitors, and the Prince pointed out to several people where his particular room was in the Castle. One eye-witness described the ball as a great crush. The only accident of the evening happened shortly after the arrival of the Royal party. While Mr. Zerrahn’s noted orchestra was playing, some one upset a vase of flowers in front of the Royal box, scattering water and leaves over the Prince, who made light of the mishap. The Prince entered on the arm of the Hon. R. C. Winthrop, and opened the ball by dancing a quadrille with Mrs. Lincoln, the wife of Mayor Lincoln. His partners for the other sixteen dances were as follows: Mrs. Banks, wife of Governor Banks; Mrs. Wise, a daughter of the Hon. Edward Everett; Miss Fanny Crowninshield, Miss Susan Amory, Miss Carrie Bigelow, Mrs. T. E. Chickering, Mrs. Harrison Ritchie; Miss Lombard, the Mayor’s niece; Miss Fanny Peabody, daughter of George Peabody of Salem; Miss Mary Crane; Miss Kittie Fay, daughter of the Hon. R. S. Fay; Mrs. C. F. Chickering; Miss Appleton, Mrs. Isaac C. Bates and Miss Nellie Gage. One of these partners was so beautiful that the Prince wished to have a second dance with her but the committee objected. The younger set of girls looked with jealousy upon those who were old enough to attend the ball, and were anxious to learn all about it. Many fathers sought the opportunity for their daughters to meet and dance with the Prince of Wales, and loud were the complaints of those who were disappointed. The committees in charge of the balls that were held in the various cities were blamed because the members in charge introduced only their own friends to the Prince. At one place (not Boston) the following amusing piece of poetry appeared:—

“Sought not his taste to please,
 Asked not his wishes,
 While all around him stood
 So many misses;
 Belles at the right of him,

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Belles at the left of him,
Belles all in front of him,
Young and full grown;
While the committee set,
All around went to get
Friends of their own."

The Prince, who was only nineteen years of age, was most attractive and danced unusually well, therefore it was not surprising that he remained at the ball until after four o'clock. As he left, the band played "God save the Queen." The managers were as follows:—

James W. Paige	George Blagden	E. M. Dennie
J. Thomas Stevenson	W. P. Mason, Jr.	John F. Anderson
Harrison Ritchie	Samuel M. Quincy	N. D. Hubbard
John Quincy Adams	Francis Bartlett	H. C. Brooks
Thomas G. Stevenson	J. Frederic Marsh	J. Henry Sleeper
F. W. Palfrey	Frank W. Andrews	Edward Thayer
W. C. Otis	Francis Braggiotti	John Homans, Jr.
T. S. Cushing	David Arklay	Frank Bush, Jr.
Augustus T. Perkins	F. S. Dewey, Jr.	Frederick W. Bradlee
F. A. Osborn	Channing Clapp	John D. Bates, Jr.
Robert G. Stevenson	Henry S. Tappan	J. Dixwell Thompson
Robert F. Clark	George B. Upton	J. Goodwin Whitney
S. Horatio Whitwell	G. Howland Shaw	Casper Crowninshield
James A. Amory	Theron J. Dale	William Pratt
F. W. Reynolds	H. P. Ammidown	S. F. Barstow
Jonas H. French	F. S. d'Hauteville	Amos Binney
R. W. Emmons	E. A. Boardman, Jr.	Ozias Goodwin, Jr.
W. H. Hinckley	John T. Prince, Jr.	W. L. Horton
John B. Babcock	William B. Rice	

While the Prince of Wales was in Boston, Ralph Farnham, an old soldier, a hundred and four years old, who had fought at Bunker Hill and who was present when General Burgoyne surrendered at Saratoga, was brought in to pay his respects to the distinguished visitor. Mr. Farnham said he had heard so much in praise of the Prince that he feared the people of his country were all turning Royalists. This remark was received with much merriment.

While in Boston the English visitor attended a review on the Common and visited Harvard College and Bunker Hill. A musical festival was also given at Music Hall, where twelve hundred children sang the verses composed by Oliver Wendell Holmes, to the air of "God save the Queen" (the last verse is particularly interesting at this time):—

"God bless our fathers' land,
Keep her in heart and hand
One with our own!
From all her foes defend,
Be her brave people's friend,
On all her realms descend,
Protect her throne!



From a print.

Collection of the Massachusetts Historical Society.

THE PRINCE OF WALES (KING EDWARD VII) AS A COLONEL IN THE ARMY.

At the time of his visit to Boston.

“Father, in loving care
Guard thou her kingdom’s heir,
Guide all his ways:
Thine arm his shelter be
From harm by land and sea,
Bid storm and danger flee,
Prolong his days!

“Lord, let war’s tempest cease,
Fold the whole world in peace
Under thy wings!
Make all the nations one,
All hearts beneath the sun,
Till thou shalt reign alone,
Great King of kings.”

After the ball given in New York there appeared some amusing verses entitled “The New York Ball to the Prince, or the Belles he danced with”:—

“’Twas a grand display, was the Prince’s ball,
A pageant or fête, or what you may call
A brilliant coruscation;
Where ladies and lords of noble worth
Enchanted a Prince of royal birth
By a royal demonstration.

“But soon the floor was set aright,
And Peter Cooper’s face grew bright,
When, like the swell of an organ,
All hearts beat time to the first Quadrille,
And the Prince confessed to a joyous thrill
As he danced with Mrs. Morgan.

“Then came the waltz, the Prince’s own—
And every bar and brilliant tone
Had music’s sweetest grace on;
But the Prince himself ne’er felt its charm
Till he slightly clasped with circling arm
That lovely girl, Miss Mason.

“But ah! the work went bravely on,
The meek-eyed Peace a trophy won
By the magic art of the dancers;
For the daring Prince’s next exploit
Was to league with Scott’s Camilla Hoyt
And overcome the lancers!

“Besides these three he deigned to yield
His hand to Mrs. B. M. Field,
Miss Jay and Miss Van Buren.
Miss Russell, too, was given a place—
All beauties famous for their grace
From Texas to Lake Huron.

SOME EVENTS OF BOSTON AND ITS NEIGHBORS

"With Mrs. Kernochan he 'lanced,'
With Mrs. Edward Cooper danced,
With Mrs. Belmont capered;
With fair Miss Fish, in fairy rig,
He tripped a sort of royal jig,
And next Miss Butler favored.

"And so the fleeting hours went by,
And watches stopped—lest time should fly—
Or that they winding wanted;
Old matrons dozed and papas smiled,
And many a fair one was beguiled
As the Prince danced on, undaunted.

"'Tis now a dream—the Prince's ball,
Its vanished glories, one and all,
The scenes of the fairy tales;
For Cinderella herself was there,
And Barnum keeps for trial fair
The beautiful slipper deposited there
By His Highness the Prince of Wales."

The journal of the trip written by the Secretary of the Earl of Newcastle, who was with the Prince's party, describes the visit to Boston in most flattering terms. It reads: "The feeling towards England as towards a home, the home of their forefathers, the home of their warmest feelings, is more apparent here than elsewhere in the States; their welcome is more cordial, their invitation to revisit them more earnest."

A MASSACHUSETTS SOLDIER BECOMES A GOD OF THE CHINESE

Frederick Townsend Ward of Salem, who had served as a soldier in the Crimean War and in Nicaragua, through chance more than anything else, shipped to China as mate of an American ship and happened to arrive in Shanghai during the Tai Ping rebellion, at a time when the rebels, headed by Ching Wang, had advanced within eighteen miles of the city. He had always been of a daring disposition. It is related of him that on this voyage he plunged overboard when the ship was under full sail, in an attempt to catch an especially fine butterfly. Immediately upon his arrival he learned that a reward of two hundred thousand dollars was offered to any body of foreigners who could drive the attackers from the city of Sung-Kiang. Ward had been fond of fighting from his boyhood, and the older Salemites remember the fierce snow-ball fight between the "up-towns" and the "down-towns," in which he led the latter to victory. With this same love of battle he promptly accepted the task, and in less than a week he raised a body of one hundred foreign soldiers and with an American named Henry Burgerine as his lieutenant set out for the seat of trouble. He approached the Tai Pings, and found that he was confronted by twelve hundred

SOME EVENTS OF BOSTON AND ITS NEIGHBORS

troops, so he returned to Shanghai for re-enforcements. Even now he was outnumbered one hundred to one, but so fierce was his attack that he caused great slaughter in their ranks and finally overwhelmed them. It was in this battle that the expression "foreign devils" first appeared in the Chinese vocabulary.

He received his reward and then set out against the rebels of Sung-Kiang. He and his men scaled the walls of the city and fought like demons, but were driven back. He returned for re-enforcements and succeeded in capturing the city. He then decided to move against Singpo. Notwithstanding a gallant attack the fortress stood and Ward's troops were obliged to withdraw after a bloody fight. In this battle he was wounded five times, and it was now believed that he possessed a charmed life. Even he himself remarked continually that the bullet was not cast which was to end his life.



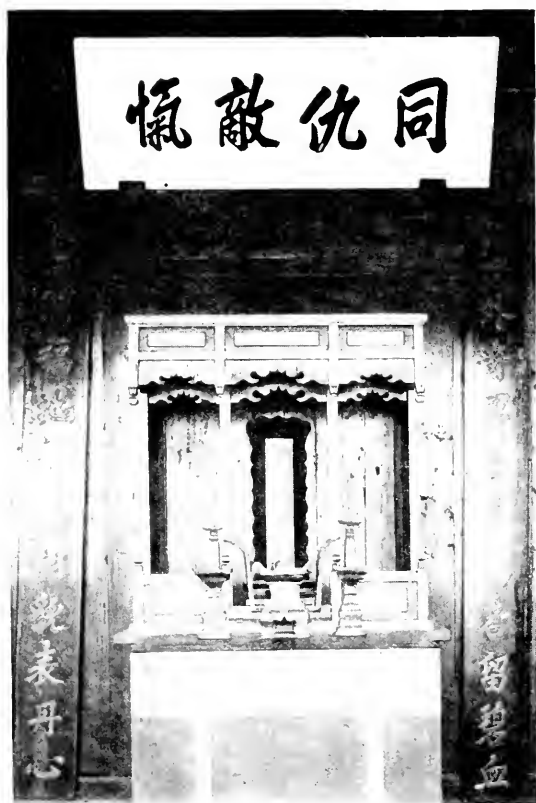
From a photograph. Collection of Peabody Museum, Salem, Mass.

GENERAL FREDERIC TOWNSEND WARD OF
SALEM.

SOME EVENTS OF BOSTON AND ITS NEIGHBORS

When he recovered from his many wounds he organized some Chinese troops, officered by Europeans and armed and equipped according to his methods, and with these soldiers he set out for Shanghai, arriving just in time to save the city from capture. His victories were numerous, and he was finally made a Mandarin of the highest degree with the title of Admiral-General. He then assumed the Chinese name of Hua, became a Chinese subject, and married a Chinese woman of high rank. He was killed in the battle of Ningpo in 1862. Shot through the stomach he kept on exhorting his men and as victory was assured fell back unconscious into the arms of his lieutenant. He died the following day at the age of only thirty years. His funeral was a most impressive one, and was attended by Chinese, English, Americans, Germans and French, all nations having admired his discipline and bravery. Many civil and military officials accompanied his body to Sung-Kiang where he was buried in the temple grounds dedicated to Confucius thousands of years ago. Li Hung Chang wrote a memorial letter to the Emperor recording General Ward's death and suggesting that "it is appropriate, therefore, to entreat that your Gracious Majesty do order the Board of Rites to take into consideration suitable posthumous rewards to be bestowed on him, Ward; and that both at Ningpo and at Sung-Kiang sacrificial altars be erected to appease the Manes of this loyal man." With promptness an Imperial Edict directed "that special temples to his memory be built at Ning-Po and Sung-Kiang. Let this case still be submitted to the Board of Rites, who will propose to Us further honors so as to show our extraordinary consideration towards him, and also that his loyal spirit may rest in peace. This from the Emperor! Respect it!" Our Minister to China, Mr. Burlingame, forwarded a full account of Ward's career and death, which was read in the Senate and answered together with a message from President Lincoln.

Through the lack of tact of an American attaché in Peking the Chinese Government did not carry out this Edict for fourteen years and then only at Sung-Kiang. It was Li Hung Chang who had a mausoleum erected over the graves of Ward and his wife, who died several months after her husband. The temple was dedicated on March 10, 1877 amid most impressive ceremonies. The procession moved off towards the tomb amid the banging of fire-crackers and bombs. There were sacrifices of goats, pigs, ducks, etc. then made, and at the end of the dedication there were more fireworks and gongs. Inside the temple is a shrine upon which burnt-offerings are laid in February of every New Year to the Manes of General Ward, and to which official prayers are offered every month in the year by officials of the Chinese Government. The inscription at the entrance of the shrine reads, "A wonderful hero from beyond the seas, the fame of whose deserving loyalty reaches round the world, has sprinkled China with his azure blood." Monuments were also placed on the scenes of his victories. The mausoleum soon became a shrine supposed to be invested with miraculous power, and some years after



From a photograph. Collection of Peabody Museum, Salem, Mass.

SHRINE ERECTED IN SUNG-KIANG, CHINA, TO
THE MEMORY OF GENERAL WARD.

his death he was declared to be a Joss, or God, and a manuscript to this effect can be seen in the Essex Institute in his native city, Salem. Such honors have rarely fallen to the lot of any native and never before to a man of a western nation.

The command of his Ever Victorious Army, as it was called, later fell to General Gordon, to whom has been given much credit that was really due his predecessor. A small book printed in Shanghai in 1863 records that "Not one in ten thousand . . . could at all approach him in military genius, in courage and in resources, or do anything like what he did."

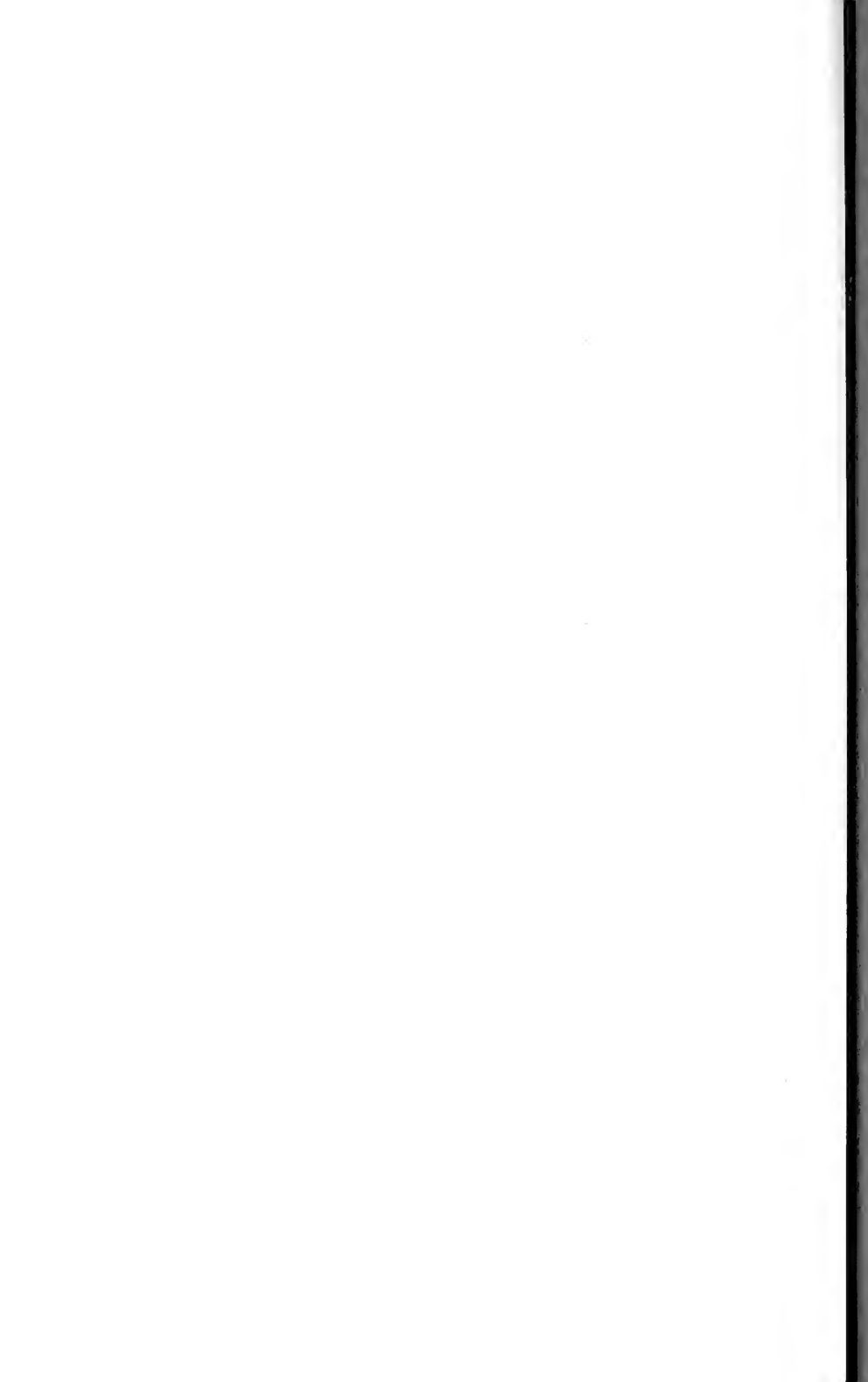
He has been criticised for being away from America during the Civil War, but it was fortune that carried him to China. He offered, however, \$10,000 to the American cause, but died before the Government accepted his offer.

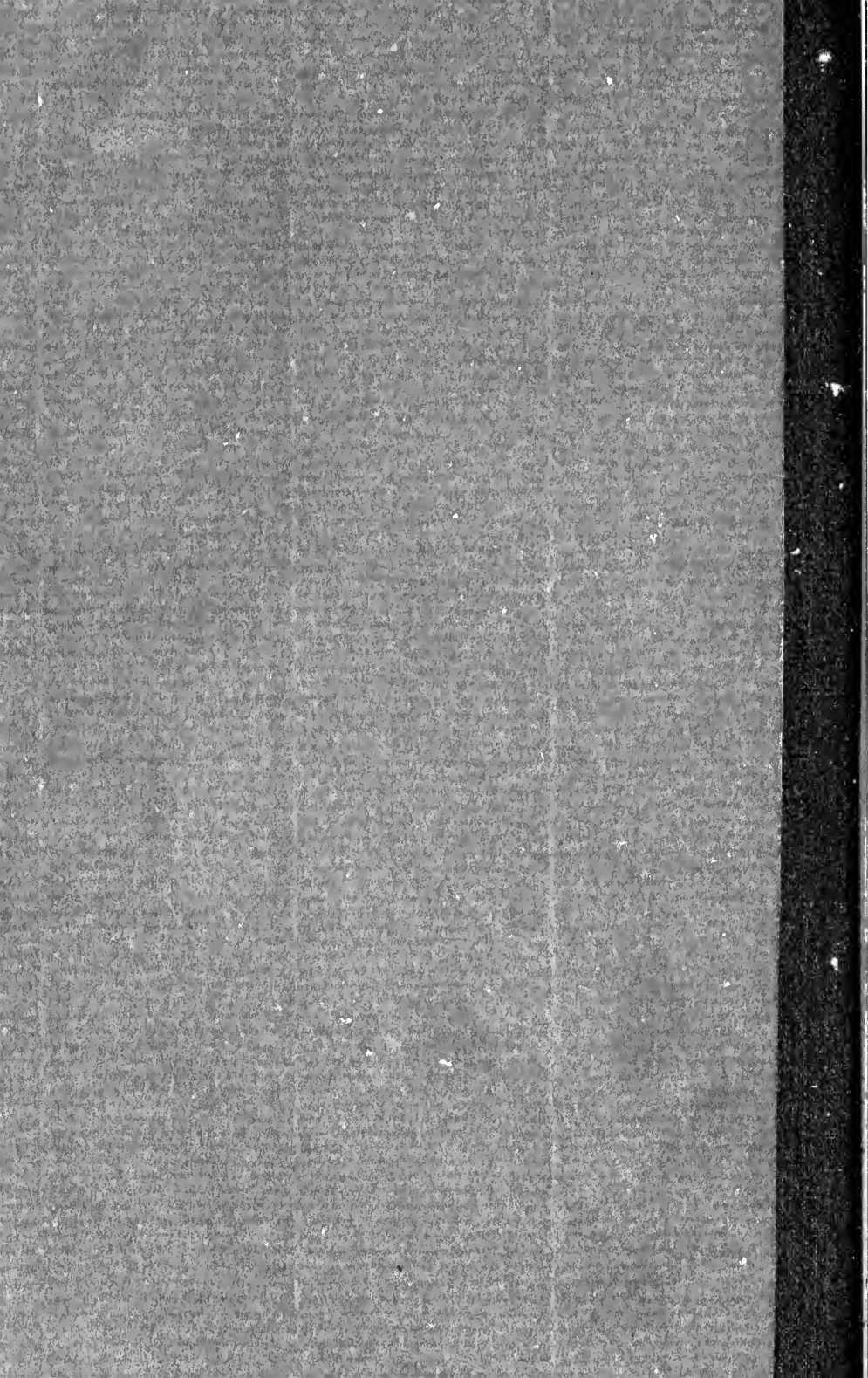
SOME EVENTS OF BOSTON AND ITS NEIGHBORS

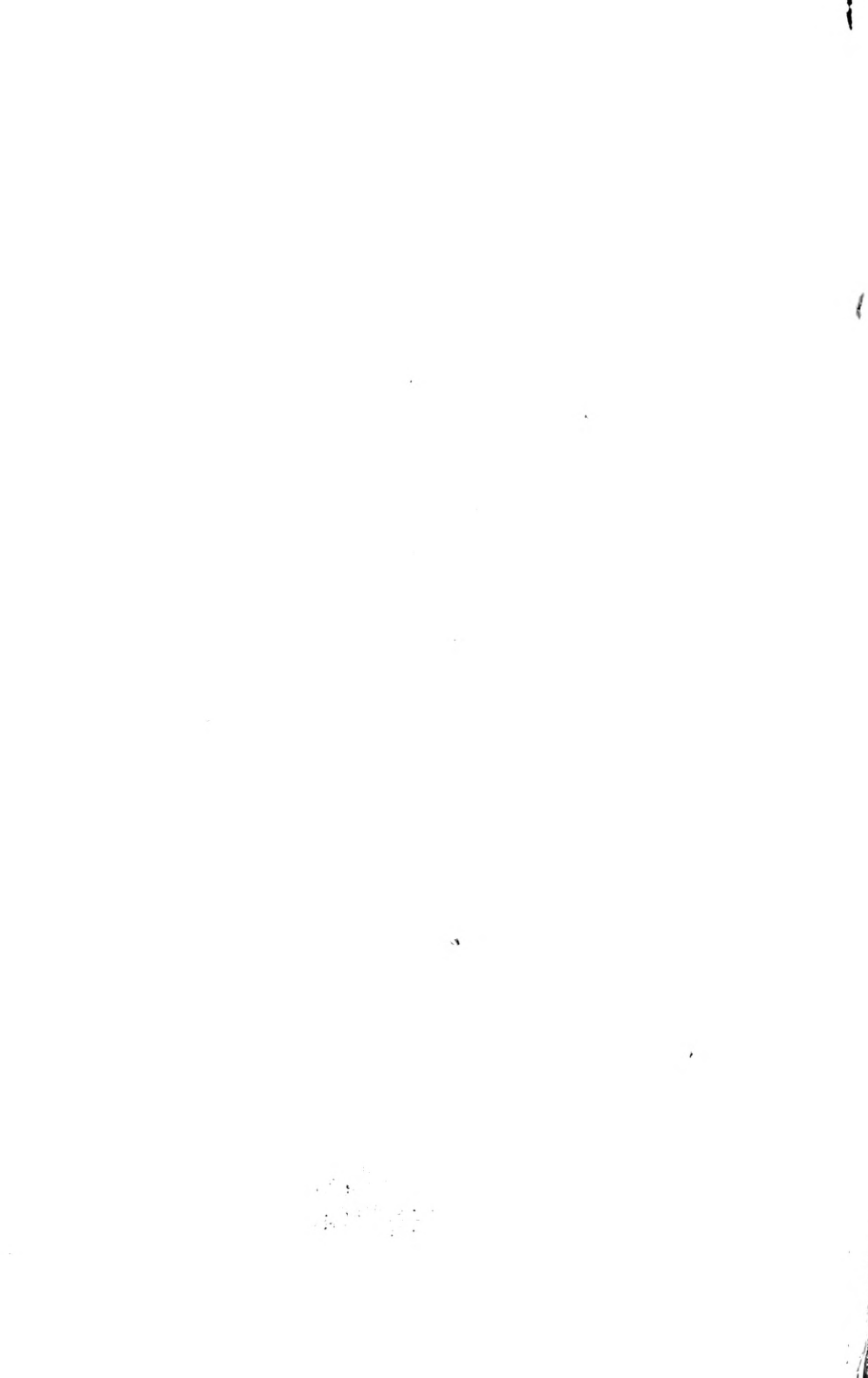
The Essex Institute of Salem now owns General Ward's hat and boots as well as some of his wife's jewelry, also the bullet that killed him, his seal, private flag, and pictures of his shrine, of himself and of his wife. Miss Elizabeth C. Ward, his sister, not long ago bequeathed \$10,000 to the Essex Institute to found a Chinese library in memory of her brother, Salem's noted warrior and Chinese god. The people of China will never forget that to Ward they probably owe the saving of Shanghai.

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